The New-York Times.

VOL. XIV......NO. 4343. NEW-YORK, SATURDAY, AUGUST 26, 1865. PRICE FOUR CENTS.

TRIAL OF CAPT. WIRZ.

Conclusion of the Testimony of Dr. Bates.

Horrible Revelations of the Want of Food.

Testimony of a Rebel Surgeon to the Lack of Medicines.

The Hospitals Full of Gangrene and No Remedies at Hand.

Testimony of Dr. O. W. Burroughs, of Massachusetts.

Description of the Stocks and the Chain Gang.

A Union Prisoner's Face Torn by a Bloodhound.

The Prisoners to be Fired Upon if Kilpatrick Came Near.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, Aug. 25.

Aside from the testimony, the Wirz trial was to-day devoid of interest. The court-room was again crowded to its utmost capacity, about one-third of the audience being composed of females.

The session was lengthy and tedious in the extreme. O. H. BAKER, Esq., who yesterday entered his name as counsel for the defendant, disclaims having volunteered for the prisoner, as stated in some of the newspapers. He was induced to take the case at the suggestion of parties who were anxious that the defendant should be represented by counsel, after his first-employed attorneys had declined to act.

Dispatches to the Associated Press.

WASHINGTON, Friday, Aug. 25.

The court-room was crowded with spectators this morning, including women.

Capt. WIRZ was brought in at a few minutes to 11 o'clock.

TESTIMONY OF DR. JOHN C. BATES.

The record of yesterday having been read at length, the examination of Dr. John C. Bates was resumed. Speaking of the Andersonville Prison, he said: The scurvy there was next to rottenness; some of the patients could not eat, because there was no mastication; their teeth were loose; they frequently asked him to give them something to eat, which would not cause pain; while Dr. Stevenson was Medical Director he did not manifest much interest in the relief of the necessitous; the rations were less than twenty ounces in twenty-four hours; he did not know but what a man would starve to death on it, especially if the food was of few articles and monotonous; sometimes the meat was good and sometimes bad; in consequence of the paucity and unwholesomeness of rations, some of the men starved to death; the amputations and reamputations, owing to gangrenous wounds, were numerous; there was plenty of wood in the neighborhood which might have been cut, to answer all demands; there was on one occasion an altercation between Dr. James and Capt. Wirz; on going into the hospital Dr. James learned that his chief clerk had been arrested and ordered to undergo the buck and gag: the clerk was bucked and was set outside of the gate; on inquiry, Dr. James found that the clerk had neglected to report a man who was missing; Dr. James wrote a letter speaking of Wirz' tyranny, and the clerk still continued to be punished.

A sketch in pencil, drawn by one of the inmates of the prison, was exhibited to witness, who said: There is Dr. Bates, No. 1, examining the quality of the beef; here is Dr. Bates, No. 2, giving meat and bones to the cripples; it was his prerogative, as officer of the day, to supervise the cooking; when rations were to be issued, he would frequently go to the place; sometimes twenty or a hundred would surround him imploring for bones; he was represented as distributing bones; that was of frequent occurrence; the sketch was accurate as far as it went; but it was not filled in; there ought to be twenty or forty figures in the space where only one appeared; men as sketched hobbled along on crutches, others crawled on the ground with tin cups in their mouths because they could carry these articles in no other way; they wanted to mash up the bones to procure their contents for food.

MR. BAKER remarked that Dr. BATES looked much better on the witness stand than he did in the sketch.

The witness thanked the gentleman for the compliment.

The Judge-Advocate proposed to offer in evidence a morning report of the surgeon acting as officer of the day, and asked the witness to examine the handwriting.

Mr. BAKER objected, saying the prisoner was charged with conspiracy and murder. If the defendant had conspired with other parties, these must be before the court. No court could put the testimony in relation to other parties and try them in their absence. Whatever was put in must bear on the person before the court. He asked whether the court could try persons not before it? The evidence sought to be introduced was not strictly applicable to the defendant. There was nothing to connect Capt. WIRZ with this morning report and with the surgeon in charge.

The Judge-Advocate supposed the gentleman was perfectly aware that parties to a conspiracy could be tried singly to save time. He would recommend to the counsel "Rushell on Crime" and "Starkey on Evidence."

Mr. BAKER replied these authorities showed that where conspirators were to be tried the court might, on application of counsel, elect to separate and try the parties separately. But in this case the alleged conspirators have never been before the court to ask for a separation. They were not even in custody. They were at large. It was not known that they ever would be tried. In a civil court he could ask that the charges be quashed.

The court decided to admit the paper, which was read as follows:

FIRST DIVISION C. S. M. P. HOSPITAL, Sept. 5, 1864.

SIR: As officer of the day for the past twenty-four hours I have inspected the hospital and find it in as good condition as the nature of the circumstances will allow. A majority of the bunks are still unsupplied with bedding; while in a portion of the division the tents are entirely destitute of either bunks, bedding or straw, the patients being compelled to lie upon the bare ground.

I would earnestly call your attention to the article of diet; the corn bread received from the bakery being made up without sifting is wholly unfit for the use of the sick; and often, as in the last twenty-four hours, upon examination the inner portion is found to be perfectly raw. The meat (beef) received by the patients does not amount to over two ounces a day; and for the past three or four days no flour has been issued. The corn bread cannot be eaten by many, for to do so would be to increase the diseases of the bowels, from which a large majority are suffering; and it is therefore thrown away. All their rations received by way of sustenance is, two ounces of boiled beef and half a pint of rice soup per day. Under these circumstances all the skill that can be brought to bear upon their cases by the medical officer will avail nothing.

Another point to which I feel it my duty to call your attention is the deficiency of medicines. We have but little more than the indigenous barks and roots with which to treat the numerous forms of disease to which our attention is daily called. For the treatment of wounds, ulcers, &c., we have literally nothing except water. Our wards, some of them, are wild with gangrene; and we are compelled to fold our arms and look quietly upon its ravages, not even having stimulants to support the system under its depressing influence; the article being so limited in supply that it can only be issued for cases under the knife.

I would respectfully call your earnest attention to the above facts, in the hope that something may be done to alleviate the sufferings of the sick.

I am, Sir, very respectfully, your obedient servant,

(Signed,) J. CREWS PILOT,
Assistant Surgeon P. A. C. S., and officer of the day.

To Surgeon E. D. ELAND, in charge First Division C. S. M. P. Hospital.

RECESS.

The court at 1 o'clock, took a recess till 2 o'clock, when the direct testimony of Dr. BATES was concluded.

AFTER RECESS.

Cross-examined by Mr. Baker: Is a resident of Louisville, Jefferson County, Georgia, and was there when the war broke out; up to June, 1864, remained at home as a practitioner of medicine, being in consequence of his profession exempted from service in the Confederate service; he had had no sympathy or wish to go into it; he did not vote or do any thing else to bring on the war; he accounted himself a Union man, seeing that Gov. Brown was resolved to bring all males between fourteen and sixty years into the State militia; he became a contract surgeon, to keep out of the State trenches; he took an oath to the Confederacy; it was forced upon him, at the point of the bayonet, and being under duress at the time he did not consider it was now binding upon him; requisitions were made on Dr. Clayton for hospital supplies, and not on Capt. Wirz; never heard any blame attached to the prisoner about the badness of rations, nor his name mentioned in that connection; Capt. Wirz always treated the witness kindly, and he never saw him use any harsh means on anybody; the Confederate soldiers had several wells on the outside of the prison; the witness did not think they were supplied with water from the same source the Union prisoners were, the latter drawing their supplies from the stream running through the prison; he judged the stream of itself was not unhealthy, but the lower part of it might have been from the drainage of the camp; Andersonville was merely a railroad station until the war commenced, when military shanties were put up.

The witness was asked if he had any opinion that there was a conspiracy there to cause the death of Union prisoners.

Judge-Advocate objected to the question. It might as well be asked whether the witness believed the prisoner guilty; it was of no consequence.

Mr. BAKER replied that the question was of sufficient importance to cause an objection from the learned gentleman.

The court decided not to sustain the objection.

The witness was then asked whether he knew of any persons who, by their conduct, conspired to murder or otherwise cause the death of Union prisoners. He replied he had never been so impressed. He had always objected to the inefficiency and character of the rations. The shortness of the allowance was owing to its having been furnished by the Southern Confederacy. Further supplies could not be furnished except by going to the country, and none of the officers had the right to go foraging. The surgeons always did the best they could, and frequently complained to the Surgeon-General about the insufficiency of means furnished.

By the Court—Supplies were received from the North from the Sanitary Commission and he saw some of the prisoners wearing the clothes which had been furnished.

TESTIMONY OF DR. A. W. BURROWS.

Dr. A. W. Burrows, being sworn, testified that he had served as a physician to the Twenty-seventh Massachusetts; was taken prisoner at Plymouth, and finally found his way to Andersonville, where he was paroled by Capt. Wirz and placed in charge of two wards of the hospital; he remained there six months till the 9th of October, when he made his escape, since which time he has practiced medicine at home; when he went to Andersonville there were six hundred or seven hundred patients lying on the ground; they were partially naked; some had broken limbs and gangrene, scurvy and chronic darrhea; nine-tenths of the patients were lying on the ground, while the others had insufficient shelter; Capt. Wirz would say when any prisoner escaped, or attempted to escape, that he would starve every d—d Yankee for such attempt; the prisoner was punished either in the stocks or the chain-gangs; the stocks consisted of a framework six feet high, with boards shut together with room for a man's neck; men thus fastened could stand on their feet, when others merely touched the ground with their toes; and the chain-gang was sometimes composed of six men and sometimes eighteen; they were handcuffed and chains passed around their necks and legs, and to these chains a thirty-two-pound ball was fastened; the gang would be held together one or two weeks, the men meantime being exposed to the sun and rain, which had the effect of weakening and reducing them; he had no doubt of the fact that some died in consequence; another kind of punishment was putting the feet in stocks, the feet being elevated and the other part of the body lying on the ground; the witness never got from Dr. White what he asked for, there always being some evasive answers; anti-scorbutics were much needed, but not supplied; he proposed, but the authorities refused to allow him, to take men and cut timber, which could have been procured ten rods distant; hounds were kept near the hospital to get the trail of escaping prisoners, who, when caught, were brought back and put in the stocks. The witness knew of a case where a man under such circumstances was mangled in the face by one of the dogs, but recovered. Another case came under his observation; it was in August or September of 1864, when a Union prisoner was wounded by one of the hounds; he died indirectly from the bite, but directly from gangrene. He had seen Capt. Wirz on horseback with the hounds; but Turner seemed to have direct charge of the dogs; he had heard Wirz order Sergt. Smith to start the hounds, as somebody had got away; very large sores had resulted from vaccination; the matter used was poisonous, and many deaths and amputations resulted; the ration when we went there was small—two ounces of bacon, a small potato, corn bread, (two and a half inches square,) no coffee, tea, sugar or flour; sometimes there was a little rice soup—a gallon of rice in thirty gallons of water; in July they got a few vegetables—not a spoonful a day; the morals of the prisoners were corrupted by cruel treatment; men would steal from each other something to eat, and would work among the filth even for potato parings, or anything else; a Union man in his ward was shot within the hospital by a Confederate soldier, and wounded in the thigh; the limb was amputated, and the man died next day; when a raid was expected from Kilpatrick, the witness heard Capt. Wirz give an order to fire upon the prisoners if they huddled together; there were from thirty-three to thirty-six thousand prisoners there at the time, and in the month of August, as appeared from the official report, nearly three thousand died; on the removing of the prisoners from Andersonville one of them fell back, when the witness saw Capt. Wirz knock the man down and stamp upon him; this was in September, 1864; Wirz had a revolver in his hand, but the witness did not know that Wirz used it to knock the prisoner down.

At 8:45 o'clock the court adjourned until to-morrow.

FROM WASHINGTON.

Special Dispatches to the New-York Times.

WASHINGTON, Friday, Aug. 25.

GENERALS MUSTERED OUT.

The long-expected orders mustering out unemployed Generals in the volunteer service was promulgated this afternoon, and is as follows:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE, WASHINGTON, Aug. 24, 1865.

GENERAL ORDERS No. 135.—By direction of the President the following named general officers of United States Volunteers are hereby honorably mustered out of the service of the United States, their services being no longer needed:

Maj.-Gens. Nathaniel P. Banks, Silas Casey, Samuel P. Heintzelman, Daniel Butterfield, Abner Doubleday, John J. Peck, George L. Hartsuff; Brevet Maj.-Gens. A. Asboth, Geo. L. Andrews, Wm. W. Belknapp, Chas. Craft, Joseph B. Card, Wm. P. Carlin, Joshua L. Chamberlain, Thomas A. Davis, Elias S. Dennis, Edward Ferrero, Cuvier Grover, Robert S. Granger, Chas. K. Graham, Kenner Garrard, Lewis A. Grant, Simon G. Griffin, Geo. H. Gorden, Jos. Hayes, N. J. Jackson, Nathan Kimball, Jno. R. Kenty, Jno. McArthhr, Jas. D. Morgan, John T. Miller, Byron R. Pierce, John Orbinson, Truman Seymour, Frederick Salomon, George J. Stannard, Alexander Shaler, Erastus B. Tyler, James C. Veatch, Wm. Vanderver, W. T. Ward, Walter A. Whitaker; Brig.-Gens. Richard Arnold, Napoleon B. Buford, Mason Brayman, Henry Baxter, Wm. Birney, Cyrus Bussy, Edward S. Brigg, John Cook, Henry B. Carrington, Charles T. Campbell, Powell Clayton, Alfred N. Duffie, E. J. Davis, Speeds Fry, Lawrence R. Graham, Edward H. Hobson, Joseph R. Hawley, Henry M. Judah, Joseph T. Knife, H. H. Lockwood, Jacob G. Laman, Thomas J. McKean, Sullivan A. Meredith, William H. Morris, George P. McGinnis, Thomas H. Neill, John M. Oliver, William A. Pile, Eliott W. Rice, Samuel D. Sturgis, James H. Stokes, John P. Slough, Eleadim P. Scammon, Adams J. Slemmer, Thomas W. Sweeney, Alexander Schemmelfinnig, John W. Sprague, Stephen Thomas, Daniel Ulman, Horatio P. Van Ceve, Fitz-Henry Warren, George D. Wagner, James A. Williamson.

By order of the Secretary of War.

E. D. TOWNSEND, Asst. Adjt. Gen.

It will be seen that this list embraces seven Major-Generals, thirty-five Brevet Major-Generals, and forty-three Brigadier-Generals.

TROOPS GOING HOME.

The military consolidation, comprising the Sixth, Tenth and Thirteenth New-York Volunteer Infantry, passed up the avenue this afternoon, on its way home, and was universally admired for the neat and soldier-like appearance presented by its members. The regiment numbered 2,300 men.

PARDONS.

The President this morning granted the following pardons: JAS. D. COLEMAN, Caroline County, Va.; H. J. RANDOLPH, Albemarle County, Va.; J. T. RANDOLPH, Albemarle Couney, Va.; BENJAMIN F. DREW, of Virginia; MILTON P. JANIGAN and JOS. S. CLAGHERN, of Savannah, Ga.

CHANGE OF LOCATION.

Lieut.-Col. PAGE, late Chief Quartermaster in SHERIDAN'S army in the Shenandoah Valley, has been assigned to duty in the Quartermaster's Department in this city.

PARDON REVOKED.

The pardon which was granted by the President to ALEXANDER DUDLY, the President of the Richmond and York River Railroad, has been revoked. It was stated at the time that the pardon was granted at the special request of Gov. PEIRPOINT.

COL. LOOMIS JUSTIFIED.

In a recent dispatch it was stated that a special agent of the Treasury Department had been sent down to Richmond to investigate the accounts of the Treasury and Custom-house. It will be satisfactory to the friends of Col. LOOMIS, the popular officer in charge, to learn that the result of the investigation completely exonerates him from any charge of irregularity in the management of his important trust.

POSTPONED.

The mass meeting on the Capitol Grounds, in reference to extending an invitation to President JOHNSON to visit Richmond, has been postponed to Sept. 1.

CHANGE OF COMMANDERS.

Major-Gen. CARROL, who commanded a brigade in the Second Corps at the battle of the Wilderness, and was badly wounded in both arms, has been selected to succeed Gen. DEVINS at Fredericksburgh. Gen. DEVINS goes to South Carolina.

MOVEMENTS OF GEN. MEADE.

Major-Gen. MEADE arrived at Richmond on the evening of Thursday, and is the guest of Major-Gen. TERRY.

MOVEMENTS OF SECRETARY STANTON.

Secretary STANTON and family, and Surgeon-Gen. BARNES, have gone North on a short visit. Major ECKERT, Assistant Secretary of War, will act as Secretary during the absence of Mr. STANTON.

THE NEW BELGIAN MINISTER.

The new Minister from Belgium, M. DEFOSSE, this morning presented his credentials to the State Department. He was properly recognized by Secretary SEWARD, and afterward accompanied M. DEFOSSE to the White House and formally introduced him to the President.

OHIO POLITICS.

Democratic State Convention—Nomination of a Full Ticket—They go Back to the Resolutions of '98—The South Entitled to all Her Ancient Rights—Negroes Must Not Vote and Must Not Come to Ohio—General Denunciation of the Government—Carefully Qualified Indorsement of President Johnson.

CINCINNATI, Friday, Aug. 25.

The Democratic State Convention assembled at Columbus yesterday, and organized by electing Hon. RUFUS P. RANNEY President.

The following ticket for State officers was then nominated:

Governor—Gen. Geo. W. Morgan.

Lieutenant-Governor—Wm. Lang.

Judges of the Supreme Court—P. Van Trump and Thomas M. Key.

State Treasurer—George Spence.

Attorney-General—Daniel M. Wilson.

School Commissioner—H. H. Barney.

Engineer for the Board of Public Works—C. Basil.

Clerk of the Supreme Court—H. S. Doner.

The Committee on Resolutions then reported a series which in substance are as follows:

Opposing a consolidation of all power in the hands of the Federal Government; maintaining the doctrine of States Rights, as laid down in the Virginia and Kentucky resolutions of 1798; declaring that the ordinances of secession adopted by the Southern States being null and void, they are still in the Union as States, entitled to all their reserved rights, and to their due representation in Congress; denouncing all efforts to confer the right of suffrage upon negroes; discouraging the emigration of negros into the complimenting the soldiers for their valor and fortitude during all the trying scenes of the war; regarding the national debt as a national curse; demanding the most rigid economy in the administration of affairs, that this debt may be paid; recommending that a national tax be collected by the County Treasurers for this purpose as far as possible; recommending that the military commutation be repealed; earnestly denouncing the arrest of citizens by military authority in States where the civil tribunals are open and unobstructed, and declaring that the continued suspension of the writ of *habeas corpus* since the termination of the war, the denial of the right of trial by jury, and the interference with elections by the military power, as was recently done in the States of Kentucky and Tennessee, are revolutionary of the Constitution of the United States.

The last resolution declares, that while we resolutely condemn all infractions upon the constitution, and while we regret that the terms of pacification agreed to by Maj.-Gen. SHERMAN in April last were not at once ratified by the Federal Executive, we will nevertheless stand by President JOHNSON in all constitutional efforts to restore to the States the exercise of their rights and powers.

The resolutions were adopted.

Speeches were then made by Gen. MORGAN, Hon. CLEMENT L. VALLANDIGHAM and Hon. GEO. E. PUGH.

THE MISSISSIPPI STATE CONVENTION.

Important Dispatch from President Johnson—Progress of the Proceedings.

NEW-ORLEANS, Thursday, Aug. 24.

The *Times* of this city contains the following special dispatches in regard to the proceedings of the Mississippi State Convention:

JACKSON, Miss., Wednesday, Aug. 23.

An ordinance was passed ratifying all laws and official acts passed since the act of secession not repugnant to the constitutions of the United States and Mississippi, prior to January, 1861, except the laws concerning crimes and the acts enabling railroads to pay moneys by them; also repealing all laws authorizing the payment of dues to the State in Confederate scrip; also repealing all laws authorizing the distillation of spirits on State account; also ratifying all official accounts, proceedings, judgments, decrees, etc., of the several courts; also legalizing all sales made by administrators and others acting in a judicial capacity; also authorizing executors and others to compromise with persons against whom they hold notes as to the real value of the property, for which such notes have been given; also authorizing *ex parte* testimony to be taken to prove whether or not contracts which have been made contemplated specie or currency payment; also ratifying all marriages which have been consummated since January, 1861, whether celebrated with novel forms or not.

JACKSON, Miss., Thursday, Aug. 24.

Gov. SHARKEY to-day sent into the convention a telegraphic dispatch which he had received from President JOHNSON, congratulating the convention on the progress they were making in paving the way to the readmission of the State of Mississippi into the Union, and expressing an earnest hope that all obstacles to such readmission would soon be removed.

The President says in this dispatch that he will restore the writ of *habeas corpus*, and remove the troops from the State at the earliest moment—when the State shall make sufficient progress as to have entirely returned to her allegiance.

The President hopes, in conclusion, that the example of Mississippi will be followed by the other Southern States.

Judge E. S. FISHER was nominated for Governor, and the convention adjourned *sine die*.

ANOTHER GREAT DISASTER.

Wreck of the Steamship Brother Jonathan.

She is Lost on the Voyage from San Francisco to Oregon.

She Strikes on a Sunken Rock and Sinks in an Hour.

Reported Loss of Nearly One Hundred and Fifty Lives.

ONLY SIXTEEN PERSONS KNOWN TO BE SAVED.

The interruption of telegraphic communication with the Pacific coast during the last few weeks may account for the fact that we have not received any intimation of the fearful calamity recorded below. These particulars we find in the San Francisco Steamer *Bulletin* of Aug. 3. That paper says:

"The brief telegram in the morning papers, announcing the wreck of the steamer *Brother Jonathan*, and the loss of nearly all on board, cast a gloom over the community and created the most intense anxiety among those of our citizens having relations or friends on board. The meagre and unsatisfactory character of the dispatch, while it increased the public anxiety, at the same time, from its entire lack of details, afforded grounds for hope that the general fact may have been exaggerated, and that the loss of life will not turn out to be so great as reported. Unless there was a very heavy sea at the scene of disaster, it seems hardly possible that only 16 persons out of 162 passengers and crew, should have been saved—especially as the wreck is reported to have occurred at 2 o'clock in the afternoon, and the passengers had an hour in which to save themselves after being notified of the danger. It is also remarkable that a courier should have been dispatched from Camp Lincoln to Jacksonville, whence the dispatch was sent to Col. DRUM, stating that sixteen passengers only were saved, and at the same time omitting to mention any of their names.

The *Brother Jonathan* was provided with three large surf-boats and three of FRANCIS' patent life-boats, so that it is not improbable that more of the passengers have been saved than we know of now. The coast in the vicinity of the accident is exceedingly rocky, and the feat of landing in a boat a dangerous one at any time. It is not unlikely that one or more boats from the steamer might have put off from the shore with the hope of reaching Crescent City, which is only about ten miles distant, in which case we should not have received tidings from them as soon as from the others who landed in the vicinity of the wreck.

Jacksonville is but sixty miles from the scene of the wreck, and the public will probably have to wait till another courier is dispatched from Cape Lincoln before they will learn any further particulars. We have been unable, up to the time of going to press, to get any additional telegrams from Jacksonville relating to the calamity. The official dispatch to Col. DRUM, on which the morning telegram was based, arrived late last evening, and is as follows:

CAMP LINCOLN, VIA JACKSONVILLE, Oregon, July 31, 1865.—Received at San Francisco, Aug. 1, 1865, at 10 P. M.

To Col. R. C. Drum:

At 3 P. M. yesterday, the steamer *Brother Jonathan* struck a sunken rock, and sunk in less than an hour, with all on board, except 16 persons, who escaped in a small boat, the only survivors of the ill-fated ship. No trace of the vessel is left. I was out last night on the beach with 14 men; shall keep a party out on the beach. Gen. WRIGHT, family and staff are supposed to be lost. Full particulars by mail.

THOMAS BUCKLEY,
Captain Sixth Infantry, C. V., Commanding.

As will be seen by the above telegram the disaster occurred on Sunday afternoon.

Camp Lincoln is situated about six miles from Crescent City, and four miles from the coast, where the wreck occurred.

The *Brother Jonathan* left San Francisco on Friday morning last, at 10 o'clock, bound for Portland, Oregon, and thence to Victoria, Vancouver's Island. She is one of the California Steam Navigation Company's regular steamers, plying between these points, and was built, or rebuilt, in this city two years since. She was considered a staunch boat. Her crew, including officers, consisted of 54 men. The number of passengers on board, including children, was 109; at least this is the number registered at the company's office in this city, but it usually happens that several passengers go on board at the last moment, and their names are not registered at the office. The following is a complete list of the passengers and crew so far as known:

PASSENGERS.

Brig.-Gen. Wright, U. S. A., and wife, Lieut. E. D. Waite, U. S. A., Miss Mary Berry, S. Meyer, David McHardle, A. L. Styles and wife, Wm. Logan and servant, James Nisbet, James E. Trites, M. Crawford, T. Dawson, Miss Mary Place, Mrs. Stackpole, infant and child, J. Weil, Mrs. Annie Craig, Mrs. Lee and infant, Gov. A. C. Henry, L. G. Tuttle, B. H. Stone, wife and infant, Capt. Chaddock, U. S. R. S., Mrs. John C. Keenan and 7 ladies, S. N. Luckey, wife and child, Miss Forbes, A. A. Stone, wife and infant, Charles H. Belden, Albert Micklet, Geo. Wedekind, Jos. Berton, Thomas Moyle and wife, Robert M. Frazer, John R. Craig, William Billiniski, J. S. Binn, Mrs. Woodlock, Conrad Adams, Frederick A. Pound, Gilman Clindman, James Lynch, G. Carrell, Moses Bertier, P. Leffer, A. Ingraham, M. D., U. S. A., James R. Richards, Miss E. P. Snow, James Connell, J. G. Gay and wife, Miss N. Shirser, M. L. Hefron, George W. Pollock, Charles C. Northrop, J. C. Hunsacker, Mrs. N. C. Brooks, Miss Hemsley, Wm. Logan and wife, D. Crandall, Victor Smith, Mrs. C. Fountain, daughter and child, D. C. Rowell wife and 4 children, Mrs. J. Stanford, Mrs. Jane Church, (colored,) Mrs. Wendell and child, (colored,) J. S. Geddes, B. Mathewson, Mrs. Luckey and 2 children, Maj. E. W. Eddy, U. S. A., Jos. Orselli, H. Delirnie, S. B. Morgan, Geo. W. Annis, J. B. Strong, S. P. Craig, Mary A. Tweedle, Patrick Dwyer, John Adams, two Indians, R. S. Manly, Henry Abrams, Thomas Gullan, C. Bisner, and Wells, Fargo & Co.'s Express Messenger.

CREW OF THE "BROTHER JONATHAN."

S. J. DeWolfe, Commander; W. A. H. Allen, 1st officer; J. D. Campbell, 2d officer; James Patterson, 3d officer; John S. Benton, purser; Albert Dyer, freight clerk; Elijah Mott, chief engineer; G. White, 1st assistant engineer; J. Francis, 2d assistant engineer; Wm. Anderson, oiler; Patrick Lynn, fireman; A. Collenburg, fireman; Frederick Malers, fireman; Arthur Harvey, fireman; William Lowery, fireman; John Gorman, coal-passer; John Hilton, coal-passer; John Clinton, coal-passer; James Perkins, seaman; Jacob Yates, seaman; Joseph L. Gomez, seaman; Henry Walker, seaman; J. Thompson, fireman; G. Frederick, seaman; A. Gonzels, seaman; William Penn, seaman; L. Domingo, seaman; J. Silva, seaman; William Foster, seaman; Frederick S. Douglas, seaman; James Fowler, seaman; D. Deas, 2d pantryman; Thomas Tierney, porter; Henry Miller, baker; Edward Shields, waiter; Charles Rice, waiter; Manuel Herrlia, waiter; C. F. Laurend, watchman; Richard Daulton, steward; H. G. Brown, 2d steward; John Miller, pantryman; Chas. Laws, cook; James Laws, 2d cook; Henry Lee, 3d cook; C. Stevenson, stewardress; John T. Hutton, cabin boy; Armand Lee, cabin boy; Edward Franklin, cabin boy; Lewis Johnson, cabin boy; John E. Poster, cabin boy; Mateo Salinas, cabin boy; David Farrell, cabin boy; Stephen Moran, cabin boy; John W. Welch, cabin boy.

The *Brother Jonathan* carried a valuable cargo, on which there were insurances in San Francisco offices as follows:

California Insurance Company	$20,000
California Lloyds	13,690
Merchants' Mutual	10,000
Bigelow Bros	2,600
Falkner, Bell & Co	2,300
Total	$48,490

Probably two-thirds of the cargo was uninsured.

BRIEF NOTICES OF SOME OF THE PASSENGERS.

Brig.-Gen. WRIGHT entered the military service in 1822. He served with distinction in Florida, and subsequently in the Mexican war, where he led the assaulting column in the battle of Molino del Rey—one of the most gallant feats of the war. At the close of the Mexican war he was detailed to the Pacific coast, where he has served most of the time since commanding at different times the districts of Oregon, Lower California, and the Department of the Pacific. He was en route to Fort Vancouver to take command of the Department of the Columbia, to which he was lately assigned.

Lieut. E. D. WAITE was Aid-de-Camp to Gen. WRIGHT. He entered the service in 1861.

Maj. EDDY was additional Paymaster in the army, and entered the service in 1861. At his particular request he was allowed to change off with Maj. FAY, who was first designated for the post.

Gov. A. G. HENRY was formerly United States Surveyor-General, and had recently been appointed Governor of Washington Territory. He was a dear friend of the Lincoln family, and it was in his house that Mr. LINCOLN married his wife. He was about 55 years of age, and a man of noble character.

VICTOR SMITH was formerly Collector of Customs at Puget Sound. He had but recently returned from the Eastern States, and was on the ill-fated steamship *Golden Rule* in charge of a large amount of government funds when she was wrecked on the reefs about a month ago.

Capt. CHADDUCK came to this country in 1849, in the *Lawrence*, and has been in service on this coast ever since. For several years past he has been in command of the revenue cutter *Joe Lane*.

Dr. A. INGRAM is a surgeon in the regular army, and was attached to the Second United States Dragoons in the Army of the Potomac. He was in every battle of that grand army up to the fight at Gettysburgh, about which time he was ordered to this coast, and has recently been transferred to the Department of Oregon.

JAMES R. RICHARDS, of the firm of RICHARDS & McCRACKEN, and J. S. GEDDES, well-known Front-street merchants, were among the passengers.

Among the passengers was JAMES NISBET, one of the editors of this paper, who was on his way to Oregon and British Columbia to spend three or four weeks of relaxation from the laborious duties of his profession. Mr. NISBET has been connected with the *Bulletin* since 1855, and is well known to the community. We still indulge the hope that he, with many others, will yet be found among the saved, and refrain, therefore, from any obituary notice at this time.

Capt. DE WOLFE, who commanded the *Brother Jonathan*, has been running on this coast for about fifteen years past. At the time Capt. STAPLES was killed in Portland, DE WOLFE was his mate, and upon his death succeeded Capt. STAPLES to the command of the *Brother Jonathan*, which position he has held ever since. He is about 40 years of age, and has a wife residing in this city. Capt. DE WOLFE was one of two or three persons who were saved from the steamboat *Lexington* which was burned in Long Island Sound, in the Winter of 1840. He floated ashore on a bale of cotton."

FROM FORTRESS MONROE.

The Search for the Effort.

FORTRESS MONROE, Friday, Aug. 25.

The steamer *A. Winants* was sent last night in search of the steamer *Blackbird*, with the expedition cruising for the stolen steamer *Effort*. The *Winants* returned this evening, and reports that the *Effort* came out from Hog Island Inlet Monday morning, the same time the *Blackbird* went into Watchsprague Inlet. The expedition was kept inside the bar until yesterday by rough weather; came to Hog Island last evening, and learned that the *Effort* had left, going in the direction of Chincotague Inlet. The expedition started in pursuit this morning.

The report that Gen. TERRY visited this place last Monday, was premature. He was expected, but has not yet arrived.

FROM THE PACIFIC COAST.

Arrival of the Ocean Queen.

The steamship *Ocean Queen*, Capt. SLOCUM, from Aspinwall, with mails, passengers, and treasure to D. B. ALLEN, arrived this morning. The following is her

TREASURE LIST.

FROM ASPINWALL.		Panama Rail'd Co.	24,418 47
Parsons & Peters	$800 00	A. M. S. Co	32,803 79
Flint & Hall	2,900 00	H. Cohn & Co	54,800 00
Trevor & Colgate	870 60	A. Rich & Bro	4,500 00
Maitland, Phelps & Co	1,000 00	Selligmann & Co	50,000 00
Isaacs & Ash	1,050 00	L. Brandon & Co	19,432 05
T. M. J. Paredes	209 50	Ulfelder & Cohn	20,000 00
Total	$5,030 10	Duncan, Sherman & Co	31,783 66
FROM SAN FRANCISCO.		Wells, Fargo & Co	13,500 00
Eugene Kelly&Co	$92,123 50	Lees & Waller	390,000 00
Eugene Kelly &Co	220,876 47	Total	$955,142 79

Municipal Election at New-Brunswick.

NEW-BRUNSWICK, N. J., Friday, Aug. 25.

A special charter election for Mayor took place to-day. JOHN E. JENKINS, Republican, was elected by 41 majority.

Movement in Behalf of the Freedmen.

At a meeting held in this city yesterday, in which the principal Freedmens' Associations of the country, east and west, were represented by prominent gentlemen from Boston, New-York, Philadelphia, Baltimore, Cincinnati and Chicago, a national association was organized under the title of "The American Freedmens' Aid Commission."

Bishop SIMPSON was chosen President; Wm. Lloyd Garrison and John V. Farwell, Vice-Presidents; Fred. Law Olmstead, General Secretary; Jacob R. Shiperd, Associate Secretary, and George C. Ward, Treasurer; which officers, with J. Miller, McKim and J. M. Walden, Corresponding Secretaries of the Eastern and Western Departments, constitute a Board of Managers.

The commission comprises a number of prominent and active friends of the freedmen's cause sufficiently large to represent this work of benevolence in every part of the country, and make it really national in its character.

Its object is to promote the elevation of the freedmen, and to coöperate to this end with the Freedmen's Bureau.

GENERAL CITY NEWS.

A PRESENT FOR MRS. GEN. GRANT.—We have just been shown a very beautiful specimen of the goldsmiths' art, manufactured by BROWNE & SPAULDING, of No. 570 Broadway, for Mrs. Gen. GRANT. It consists of a comb, ear-rings and brooch. The comb is made to represent the twigs, leaves and acorns of the oak tree—the twigs and leaves being of frosted gold and enamel, and the acorns cut from the wood of the famous, but no longer existing, apple tree at Appomattox Court-house, under which the terms of surrender of LEE's army were agreed upon. The earrings represent two acorns, and the brooch a cluster of leaves and acorns. The effect of the combination is exceedingly good, and the whole design reflects great credit upon the taste of the manufacturers. The same firm have just finished an elegant pipe from the wood of the same tree, mounted in gold, and intended as a present from Mr. HY. K. LIST to Col. WM. B. CURTIS, of the Twelfth Western Virginia Regiment.

METROPOLITAN POLICE CHANGES.—Sergt. MONMOUTH B. WILSON, long Chief of the Court Squad at Jefferson Market Police Court, has been made Captain of the Twenty-first Precinct, to fill the place which has been held by Capt. CORNELIUS BURDICK. Capt. BURDICK's resignation is dated Sept. 1; but he has leave of absence until that day, and Capt. WILSON therefore assumes command to-day. Sergt. IRA S. GARLAND, of the Sixteenth Precinct, has been assigned to the command of the Court Squad. Roundsman GUNNER, of the Twenty-ninth, has been made Sergeant, in place of Sergt. SOUTHERLAND, dismissed; and Roundsman HESSIAN, of the Fifth, becomes Sergeant in the Ninth Precinct, in place of Sergt. GARLAND, now of Jefferson Market Police Court. Capts. ENOCH JACOBS, of the Forty-second Precinct, and JOEL SMITH, of the Forty-first, or Brooklyn Precincts, and JEREMIAH PETTY, of the Fifth Precinct in New-York, are absent in the country on leave.

PERSONAL.—Major-Gen. G. L. HARTSUFF, with his brother, Brig.-Gen. HARTSUFF, and Col. HOWARD, A. A. General of his staff, are at the Metropolitan. Maj.-Gen. HARTSUFF has, since the surrender of LEE, had command of the District of Nottaway, including the City of Petersburgh, and has gained great credit by his able administration of affairs in his district, especially in regard to the regulation of negro labor. The General is under orders of the War Department, to report to his home and wait further orders, probably to be mustered out of the volunteer service. The General may well be proud of his record during the war. He earned his promotion at Antietam, where he was severely wounded. To him was committed the duty of the organization and discipline of the famous Twenty-third Army Corps, of which he was the first commander, leading it in its first campaign into East Tennessee.

THE ANNULAR DRILL.—This new drill, which may be seen in operation at No. 144 Greene-street, is said to be capable of cutting a hole in granite of 1¼ inches in diameter at the rate of two inches per minute, and in North River blue-stone at the rate of four inches per minute. The term "annular," (or circular) describes the manner of cutting the rock by diamonds, firmly set in the edge of a tubular crown or cylinder, with a rotary and direct forward movement, cutting a circular groove, destroying but little of the rock, and leaving a core which is easily removed. It is the invention of Mr. RODOLPH LESCHOT, the patent being the property of the Annular Drill Company. For all purposes of sub-marine rock-blasting, prospecting for coal, &c., this drill is believed to be unequaled.

DEATH OF A FENIAN LEADER.—H. O'C. MACCARTHY, late Deputy Head Centre of the Fenian Brotherhood, and President of the Fenian Central Council, died last Thursday, at 2 P. M., of pulmonary affection, at Minneapolis, Minnesota, whither he had moved from this city some months since, in the hope of effecting a cure. Mr. MACCARTHY was for some time connected with the press of this city, and is well known in literary circles as a vigorous writer and good thinker. His remains are in charge of his brother, who is to convey them to the family burying-place in St. Louis. His death is a blow to the Brotherhood.

ROWING MATCH.—Another race between two crews of the Columbia and Atalanta Boat Clubs will take place on Saturday, Aug. 26, at 4½ P. M., in the cove off the Elysian Fields. The Atalantas, in return for the challenge for the six-oar race which was rowed on Saturday last, challenged the Columbias to row their six-oar out-rigger *Columbia* against their four oar out-rigger *Volante*, the Atalantas barring out three of the crew which rowed in the last race with them, and placing their four crack oarsmen in the *Volante*. A closely contested and interesting race is anticipated.

EXPEDITION TO THE COAL REGIONS

Dr. Hayes, the Arctic Explorer, at the Head of the Enterprise.

How He Convinced Certain Shareholders that they do Not Hold Stock in a Bubble.

Under the competent leadership of Dr. HAYES, the celebrated Arctic explorer, about two hundred gentlemen left this city on Thursday morning, at the very uncomfortable and too-early-for-breakfast hour of 6 A. M., to make an excursion trip to the wild coal regions of Pennsylvania. The majority of these ten-score guests were staid, prudent, well-to-do old gentlemen, who own stock in the Knickerbocker Anthracite Coal Company, and by personal inspection wished to satisfy themselves that in these days of bubbles, their scrip represented something not likely to burst.

Provided with excursion tickets, and furnished by the New-Jersey Central Railroad with exclusive cars, which were to carry them to and from their destination, the independent party set out, every man of them bound on having the jolliest kind of time, which, it may as well be said just here, with all the emphasis that can be put into the words, they succeeded in having. Everything on board the train was free and easy. The passengers threw aside all the conventionalities of ordinary travel. They chatted and smoked, consumed peaches by the bushel-basketful, and paid frequent visits to a spacious freight car wherein was stored quantities of prog, ice-water and other liquids, all of which are deemed necessary for the comfort of travelers journeying before breakfast. (Over this department of the train a tall, long-bearded, obliging individual, called BACON, presided, and he was everybody's friend.)

Passing over the fertile plains of New-Jersey, and crossing the Delaware at Easton, Penn., the party soon had an opportunity of looking upon the wild and mountainous region of Northeastern Pennsylvania. Following the rocky bed of the Lehigh River, the road winds through the deep gorges of innumerable mountains, whose rugged steeps shoot upward on either side from the very banks of the narrow river, giving almost an artificial look to the stream, as though a gap had been cut by human agency between the hills, to give its waters an outlet.

At the thriving town of Mauch Chunk, (the name in Indian vernacular meaning Bear Mountain,) which nestles at the base of some of these precipitous hills, and is shut in by their rocky slopes without power to spread itself excepting lengthwise, the party were much interested at the busy scenes presented by the traffic in "black diamonds." Huge trains, coal laden, (one of which consisted of 183 cars, each containing three tons,) were slowly winding down the serpentine road, stopping and starting in obedience to the shrill whistles of black smoking locomotives. Canal boats were receiving valuable cargoes from the "shutes" of the Lehigh Company, at the end of a long inclined plane, leading from the top of a tall mountain. And this contrivance awoke a tremendous interest in the gay and festive party. Full cars coming down the inclined plane draw empty cars up its two mile slope by means of a stationary engine. There is another ingenious contrivance also for bringing the coal down the mountain, near the summit of which the heaviest mining operations of the Lehigh Coal Company are conducted. This contrivance is the celebrated "gravity road." whose course is a spiral round the mountain like the worm of a cork-screw, the easy grade of the descent admitting the running of heavy trains with no motive power but their gravitation. It was a new sensation for the excursionists to ride on this novel road, to say nothing of the chance of viewing picturesque scenery.

From Mauch Chunk to the Knickerbocker collieries, which are located in Mahanoy Township, the distance is 45 miles. These collieries are reached by the Lehigh and Mahanoy Railroad, which ascends by a steady grade, winding round and round the mountain until it reaches the plateau where the mines are situated. It was tortoise-like traveling over this part of the road, and 3 P. M. had arrived before the jolly excursionists were spilled out of the cars among piles of coal and a few frame shanties, (not particularly inviting as residences,) and informed that they had reached the collieries. Immediately they placed themselves under the guidance of some beings whose garments and cuticle were as black as night, and whose teeth and whites of the eyes were strikingly in contrast to everything else in their appearance, each of whom had a little tin lamp with a big flare attached to his head. By these Plutonian guides the guests were ushered several hundred yards, through two long tunnels, into the bowels of the earth and the Cimmerian darkness usually found in the aforesaid bowels. The explorers came out wetter and wiser men than they went in. They were perfectly satisfied, however. They did not complain that their lungs had been sorely tried with very foul air, (which was the case;) nor did they grumble because their boots were encased in very pasty mire, (which was true.) Neither did they object that the Plutonian guides with the fiery head-pieces demanded a "footing" altogether different from the footing which the explorers found precarious, (which was cheerfully yielded.) Then the stockholders looked at the "breaker"—the big machine through which the huge blocks of coal are passed to be broken and sorted into "steamboat," "lump," "broken," "egg," "stove" and "chestnut"—and saw it work to their great satisfaction and edification.

As has been before intimated, this excursion was gotten up by Dr. HAYES, the President of the company, to demonstrate to the shareholders that their property was no myth, but a bona fide paying operation. That he succeeded in this there can be no doubt, if the enthusiastic remarks made at the subsequent outdoor "spread" be any criterion. Certainly Dr. HAYES took the most effective method of insuring success.

The "spread" *al fresco* on the top of a hill was excellent. BACON, the genius of the freight-car, worked wonders. He improvised a well cooked and varied assortment of viands, and managed to have the eating of them interspersed by the popping of corks, not stragglingly at intervals, but in continuous volleys. Of course there were post-prandial speeches, but nothing came of them which the public would like to hear.

Returning, the excursionists spent their night at Mauch Chunk, and arrived in the city yesterday. They did not separate without expressing their thanks to Dr. HAYES, Mr. CRANE, Secretary of the company, and Mr. FASSITT, its General Agent, for the pleasure they had enjoyed.

Presentation to Mr. John Keyser.

A numerous gathering of the friends of Mr. JOHN KEYSER, of the Ninth Ward, took place at Metropolitan Hall last evening, the occasion being the presentation to Mr. KEYSER of a testimonial of esteem on his departure for the far West. After partaking of a sumptuous collation, Commissoner FARR stated the object of the meeting, and Mr. ANDREW CAMPBELL then read letters from Hon. HENRY J. RAYMOND, Mr. HENRY W. SMITH, and others, regretting their inability to be present on the occasion. Senator DUTCHER then, in an eloquent address, presented Mr. KEYSER with a copy of resolutions from the Ninth Ward Republican Union Association, splendidly engrossed, and also on behalf of his friends then present, a magnificent gold watch and chain, and a Colt's revolver, got up in the most costly style.

Mr. KEYSER, who was evidently deeply affected, made a brief and feeling reply, in which he stated his reasons for leaving his old associates, and said that when he returned to New-York he hoped it would be with the announcement that Montana, his future home, had resolved to form one amid the bright galaxy of republican States.

Speeches by Aldermen GEDNEY and others followed, and the party separated at a late hour.

Mr. KEYSER will leave for Montana in a few days to take a lucrative position in connection with one of our prominent mining companies.

Metropolitan Employment Agency.

The following is a statement of the labors accomplished by the agency:

Number of applicants for employment registered on the special book (all good and reliable men honorably discharged from the United States service) from June 14 to Aug. 25, 900. Number of situations procured from June 14 to Aug. 11, 327. Number of situations procured in fifteen days from Aug. 11 to Aug. 25, 133. The above figures represent an average of more than fifty per cent of situations procured through the direct exertions of the agency; as for the balance of the men, 440, more than 100 have succeeded in getting situations through their own exertions, and aided by the certificates of high recommendation they have received from the manager with the indorsement of the committee. The number of soldiers and sailors now applicants at the Metropolitan Employment Agency, No. 136 Canal-street, is 340.

TAXATION—ARTICLE NO. IX.

Income Taxes.

Taking the first of SMITH's great principles, that the citizens should contribute to the support of the government as nearly as possible in proportion to the revenue which they severally enjoy under its protection, it is manifest that a tax on incomes or property is, in theory, the fairest that can be imposed. Its opponents, however, maintain that in its actual operations it is the most unfair; that it being impossible for assessors to arrive at a knowledge of persons' incomes with any degree of certainty, their word must be accepted by the officers, giving fraud or falsehood every advantage over honesty and veracity. There is probably no locality in the country where instances cannot be found going to substantiate this charge. Then, it is alleged that such a mode of taxation is necessarily accompanied with more or less inquisitorial proceedings, and the exposure of private affairs to the public gaze. Especially is this the case when men's incomes, as returned to the assessors, are published in the newspapers. Of course those who have been making lavish displays on small resources, or have been caught rendering false statements, must smart under the unexpected publicity given to their financial situations.

In reply to these complaints, however, it should be borne in mind that the system is still novel in this country; and though doubtless accompanied heretofore by many objectionable developments, it is every year attended by fewer, so that if it should never reach perfection, its face is strongly set in that direction. In the British islands, where it was introduced by Mr. PITT, during the great French war, and afterward revived by Sir ROBERT PEEL, when he was preparing to let his sliding-scale slide, it encountered the very same objections with which it has been met here. It was imposed ostensibly only for a term of years, to be repeated for a like definite period; but appearances indicate that that period will be commensurate with the existence of the national debt. Probably on no other conditions could the consent of Parliament have been obtained for it. Errors have been corrected, and the rate—usually from six to nine pence on the pound sterling—is now expected to be levied, and is probably as cheerfully paid as any other direct tax would be.

For in truth the self-same arguments can be preferred against *any* system of direct taxes, a poll-tax excepted, as against that on incomes or profits. Do many persons dislike to have their revenues exposed? Others have equally good reasons for hating an exposure of the value of their property, after deducting obligations. In either case, it may be inconvenient, and even painful, to have the varnish and paint stripped off, and the decaying timber laid bare to view. Is there a possibility of defrauding the government by individuals rendering false returns? We venture to say that there are quite as great facilities for fraud in rendering a statement of one's property, whether as respects real or personal estate. Even taxes on *sales* would be liable to corresponding objections—the exposure of men's private affairs, and the difficulty of detecting misstatements. Indirect taxes alone could pass muster at this rate; but then they are oppressively heavy on the poor, and on commerce as a class, while the government stands confronted by the presence of the *smuggler*, wherever it may turn itself.

In truth, as we have become from habit indifferent to the exposure of our affairs as property-owners, so in time we shall feel equally careless about that of our annual incomes. To the rich in business it is as good as a first-class advertisement; while the more humble in circumstances are individually lost sight of in the multitudes of names. And at the worst it is probable that the greater the notice taken of such statements, the more careful will men be about misrepresenting the facts, so that one evil will have a decided tendency to check the other.

There is morally certain to be a "school" of political economists in opposition to any and every form of taxation, which can be invented; but it is some consolation that those who oppose customs' duties for protection, as impeding commerce or enhancing prices, and those who preach against property taxes, because they encroach on capital, can not consistently plant themselves against the imposition of an income tax for the like reasons.

The *exemptions* which ought to be made in imposing this tax, have received a full degree of attention from statesmen and writers in Great Britain. By the act of 1798, all incomes below £60 per annum were declared exempt, the tax being graded from two-pence per pound sterling on that sum up to two shillings on £200 or more. In the cases of tenants paying rent for land, their incomes were to be reckoned at three-fourths of the rent, in England, and one-half in Scotland. As the law now stands, incomes below £100 are exempt; and the rate on tenants in England is one-half, and in Scotland and Ireland one-third of the amount of rent paid. Ranging from five to sixteen pence on the pound, the proceeds of this tax have, in some years, as in 1856–7, amounted to nearly seventeen millions of pounds sterling, and in others to barely one-third of that amount.

The theory of the law is that a sum sufficient to furnish the bare necessaries of life ought to be exempted, and hence the dividing line in this country has been fixed at $600. Considering the fluctuations in our currency, that figure was certainly not too high, as it embraced all respectabe mechanics. and even a portion of our day laborers. This difficulty will be obviated on the return to specie payment, accompanied by a fall in wages, as also in the necessaries of life. But it appears to us that the dividing line could be modified to the varied circumstances of families aad individuals, without complicating the law too much, or giving dangerous facilities to fraud. Thus, instead of fixing it invariably at $600 a year, the figure might be $300, when the individual had no person but himself depending on him for support; $100 additional for each dependent adult, as wife or aged parents, and $75 for every child. A man, with his wife and two or three children to support, would thus be exempted to about the sum now allowed; the single man would have to contribute a little more freely for the privilege of living as a bachelor; while upon the large family the law would lean with correspondingly less weight. This scale is proposed, not as a matter of charity toward those who are blessed with large families, but as one of strict equity and nothing more. Every adult, every child supported is a consumer, who not only imparts activity to domestic industry in the creation of wealth, but requires a certain amount of foreign merchandise, which has paid duties to the government. The larger men's families may be, its receipts through the custom-house will increase at a like degree. Posterity is a source of wealth to the whole community. Sound policy, therefore, joins with the law of kindness in enforcing the maxim not to kill the goose which lays the golden eggs. If fixing such a rule rendered the law too complex and its enforcement troublesome, it might be advisable to adhere to the present plan; but no serious difficulty or trouble is to be apprehended from the change. It is to be hoped that Congress will see the propriety of this alteration, when it proceeds to revise our internal revenue system.

Many writers have contended, among others the late JOSEPH HUME, of England, and the author of an article on Taxation, in the *Encyclopædia Britannica*, that for an income tax to be distributed fairly, its *present value*, not its actual amount, should be calculated and made the basis. The logic is more specious than sound. It is very true that a perpetual annuity is more valuable than one terminating with the owner's life; also that the income from a landed estate will be more permanent than that from business. But such persons forget that the tax and the income, in all such cases, stand and fall together. The perpetuity keeps on contributing to the government, as well as to the individual; the terminable annuity does not; the income from business may not. When any of these ceases, taxation upon it also comes to an end. There is no just ground, therefore, for making a distinction in this respect between rents, profits and salaries.

Mr. J. S. MILL and others have advocated the exemption of all *savings* from taxation as incomes, the reason being that they are certain to be invested, directly or indirectly, and thus to become sources of future revenue. Hence to tax them now would be to impose a double burden upon what ought to be protected. There is considerable strength in the position, but the arguments against it seem fully as strong. In the first place, the scheme appears to be *impracticable*, it being impossible to get at the truth, in most cases, as to what men's savings have been. In any event, it would afford a most convenient loop-hole for those who desire to defraud the government. Next, for an equally good reason, sums contributed as charity or liberality toward worthy objects and individuals should also be deducted—no inconsiderable item in many cases. Again, the solitary miser, who continued to invest his profits, year after year, would thus escape taxation altogether, while he who acted on the principle of "live and let live" would have to bear "the heat and burden of the day." Lastly, the proposition is based on a doctrine which is unsound, namely, that not incomes but outlays are the legitimate subjects of taxation—a theory seemingly designed to make the rich richer and the poor poorer. In any event, what does it amount to but this, that to meet the deficit arising from such exemptions a higher rate would have to be resorted to on those liable to be taxed?

In both this country and Great Britain it has been provided that incomes above a specified amount should pay a higher rate than those between that and the minimum. Thus, by the law of last Winter, Congress fixed the tax at ten per cent. on all incomes in excess of $5,000. Nothing can justify this distinction except absolute and pressing necessity; as a permanent system of policy it ought not to be adopted. It is not equality in taxation, but practical confiscation of property because its owner happens to be rich. It is making the possession of brains, culture, property, or all three, a crime, to be punished, instead of a source of future revenue to be protected. If it be wrong to accumulate riches beyond a given amount, let the law state so explicitly, not proceed to strip the possessor of his effects by such a side-door mode of legislating.

In like manner there is a manifest wrong in imposing a tax of say five per cent. on the dividends of railroad, banking, and other incorporated companies, and afterward causing the individual stockholder to contribute a like proportion on those profits which had been already taxed. This injustice is paralleled in assessing corporations to the full amount of their *bona fide* stock, and afterward the property owned by them in any locality. It is true that an incorporated body possess certain advantages over the firm association; but the disproportion in taxation is too high, and the rate (ten per cent.) is oppressive. It seems to us that those portions of a man's income which have already been compelled to "stand and deliver," should either be exempted altogether, in taking an account of it, or the rate should be reduced to at least one-half.

On the other hand, there are methods of evading the tax by the managers of incorporated companies, requiring exposure and amendments to the law. The rate on dividends is now five per cent., payment of which can be avoided in various ways. The managers may not declare a dividend for the present, in the hopes of an early modification in the law, by which they will get off next year or the following at a much easier rate; at all events, they retain in their own hands the use of the money for that period. In the next place, the profits of this year may be partly or wholly offset by losses in the next. Now, however equitable a deduction on this account might be, it has not been contemplated by the law. Again, it has sometimes happened that the officers consisted of a knot of individuals who had got possession of a major part of the stock, paying out the profits, not as dividends to all stockholders, but *as salaries to themselves*. The present law affords ample encouragement to all such roguery. There are corporations which have made their tens and even hundreds of thousands of dollars annually, yet have not declared a single dividend since the war began!

The remedy in all such cases is to tax *the profits annually* of firms and companies, whether or not these be taken out and divided among the proprietors. But these profits having once been levied upon, should not be touched in the hands of individuals, or, at most, should pay a greatly reduced rate.

Mr. J. S. MILL advocates the imposition of a higher rate than the ordinary one upon certain kinds of income; for example, that which is derived from real estate in or near large cities and towns, the value of which increases constantly, by night as well as by day, and without any outlay or effort on the owner's part. The argument is well adapted to Great Britain, whose lands were forcibly ravished from the people at the conquest; rights and properties gained by the sword being subsequently sold for money. As a matter of abstract right, the English landlord has no more ownership in his broad estates than the Carolina planter had, five years ago, in his "field hands." Possession for a given time has constituted "nine points of the law" in both cases. A property tax can hardly be said to exist in the British Islands, and hence a Marquis of Westminster piles up wealth by millions of pounds sterling, literally while he is asleep. The small contribution now made to the government by such as he does not constitute a tithe in value of the feudal service for which the crown originally parted with so valuable possessions. But, valid as may be such an argument in Europe, it does not apply to this country, for the reason that our property taxes (examined elsewhere) do take cognizance of every dollar's increased value in real estate, taxing the owner thereupon year after year. If, during a decade, a tract of land on Manhattan Island doubles in value, it is assessed for double the amount. The community is already in receipt of a revenue from this increase. In most of our large cities, too, there is not only an additional value assessed, but an additional rate, so that the candle is burning at both ends.

Legacies are usually considered to be legitimate subjects of taxation, aside from the individual income which they may furnish. When it is considered that nearly all the property of the country thus changes hands three times every century, it will appear that a rate of even one per cent. on the whole will yield enough to pay off the entire national debt in about ninety years, allowing for the natural increase in wealth and population during that period.

The present law imposes a tax of from one to four per cent. upon all legacies, according to the degrees of consanguinity between the grantor and those entitled to any beneficial interest in his estate. As a high tax has the effect of inducing many persons to donate as a gift, while living, what they might otherwise have bequeathed after death, it is possible that the existing statute to some extent defeats itself. It seems to us that, if the duty in all cases were reduced one-half, it would be less oppressive to individuals, and contribute quite as largely to the public revenue.

The propriety of exempting from taxation the amount paid by any person as *rent* for a homestead, or the rental value of any homestead owned and occupied by the payer, seems very questionable. A much less troublesome method of proceeding would be to place the dividing line between taxable and untaxable incomes $100 higher than it now is, and then to calculate the rental value of such a homestead, when owned, as so much actual income. As the law now stands, one person may own or hire a homestead worth barely $100 per annum; while his neighbor, more given to display, expends $1,000 on rent, or owns a residence which would bring in that amount; the difference of $900 escaping taxation altogether. Under the appearance of fairness, it seems to us that nothing could be more unfair than such an arrangement; while it ministers to display in the style of living at a time when economy should become one of the saving virtues.

For a tax of this character to be equitable, it ought to be *unalterable in the rate*, provided this has been brought to a proper standard for the wants of the government and the ability of the people. If levied only once in ten years, it would fall with less equal weight on all interests than if levied throughout the whole; in like manner, with still longer periods. The reason is, that a single assessment falls equally upon incomes from all sources—from rents of lands or interest on money invested, where the capital is *permanent*, and upon incomes from trades or professional services, where the capital (a man's brains and education) is certain to perish. This inequality can only be overcome by the system being made permanent—that is, lasting as long as the capital in either case can last. For the same reason, the tax should be as nearly as possible uniform; otherwise it may be oppressive to men whose gains are small at one period, while bearing lightly upon their profits at another, though well able to pay. In fixing a rate as the peace standard, let us hope that Congress will establish it so that it need not undergo alteration every year or two.

What should be the rate of a permanent income tax becomes the great question. As Dean SWIFT has shrewdly observed: "Two and two do not always make four in political economy; they sometimes make only *one*." It may be assumed, after the excitement of our great struggle shall have died out, that an assessment of twenty per cent. on incomes could bring in no greater amount of net revenue than ten—perhaps not more than five per cent. Indeed, the latter figure ought to be regarded as a "war rate," though vastly less oppressive than the contributions coming out of the great body of the people by the enhancement of values, through depreciation of our currency. A rate of two and a half or three per cent., it appears to us, would be likely to furnish the government with a respectable revenue, and not be severely felt by the payers. We believe that a careful scrutiny into the workings of our internal revenue law will show that more than fifty per cent. of those liable to pay income tax have escaped altogether; while, probably, a majority of those who do pay render in their incomes at far too low figures. The agencies lately created by Congress are doing much to unearth these frauds upon the revenue; the publication of incomes has also done much; but there is great need of a strong public opinion to coöperate with both. As every man who understands his income virtually defrauds his neighbor as well as the national treasury, it becomes the duty of all good citizens to discountenance such attempts by not only looking conscientiously into their own affairs, but also into those of others.

FROM TENNESSEE.

Military Road Between Nashville and Atlanta—Marvelous Energy in Holding it—Union Prowess in Conquering Obstacles—Chattanooga at Present—Crutchfield House—Sanitary Garden—Indian Mound—National Cemetery—Lookout Mountain.

From Our Own Correspondent.

LOOKOUT MOUNTAIN, Tenn., Friday, Aug. 18, 1865.

In traversing the great military highway, as it has long been, stretching from Nashville to Atlanta, a distance of 287 miles, I was constantly deep in wonder at the stupendous energy of the government displayed at every step of the journey—an energy sleepless, unwearied, fertile in resources, adapted to every emergency, superior to temporary defeat, and in the end sure to be victorious over everything that sought to baffle or obstruct.

The steadfast holding of this long line of road, or as much of it as the government determined, after gaining it, to hold, must ever be regarded as one of the prodigies of this war's successful achievement—as among the most decisive evidences of the nation's immense resources, of its elastic vigor, unyielding tenacity and unconquerable courage.

To hold it, indeed, and keep it in running order, was necessary to the success of the great work undertaken. The government determined to meet this necessity, and it was met. After the disaster of Chickamauga, when the army, in part defeated, was forced to fall back to Chattanooga, a few miles of the road between this point and Nashville, broken and kept broken by the enemy, our brave battalions would have been constrained, for lack of supplies, to evacuate a region where they could not maintain themselves, abandoning this important ground so nobly won, and only to be won again by fearful additional sacrifices. Their supplies were short at the time, and great fears prevailed that they must retrace their way toward Murfreesboro.

But the superhuman energy of the government disappointed the croakers and the timid. The road was held, though the long track of wild and mountainous country through which it runs seemed to invite the enemy to attack and destroy. Supplies were sent forward freely. The army recruited and got ready for the mighty blows it was to strike south of Chattanooga. And the grand series of successes was soon inaugurated, to culminate in the next campaign with the capture of Atlanta, or rather the capture of Richmond itself, for the victory on Lookout Mountain looked to the overthrow of the rebel capital and the surrender of the principal rebel army, as the fair rounding off and consummation of the wondrous combat and conquest "above the clouds."

The successful fighting of our army through all this rugged region, with frightful defiles to pass, and frowning hills and seemingly inaccessible mountain ranges, bristling defiance to conquer if not to scale, is a marvel of skill, prowess and heroic daring. One thinks of the hills of the Tyrol, and the hardy mountaineers there, secure in their position and their courage, laughing all enemies to scorn. The hills of Tennessee and Georgia look quite as impregnable, when held by men, knowing and loving them well, and fighting for "independence," determined like the Tyrolese to hold them at every hazard. Perhaps the patriotic spirit was not as deep and fervid in the one case as in the other, or the cause for which they fought was held less sacred, or the assailing hosts were looked upon as not enemies to be dreaded after all. Whatever the case might be, it is certain that these strong places were yielded one by one. The Union armies still marched on in spite of mountains and men, and each advance heralded victory.

Chattanooga is not much changed since I last saw it, upwards of a year ago. Fewer troops are in and around it, and there is far less military stir. Forts and earthworks still adorn the high grounds surrounding it. Two or three regiments, or parts of regiments, lie at various points in and about the place. The huge wooden buildings, put up by the government, their name being legion, adorn each side of the main street not only, but loom up in other localities. They are decidedly more useful than ornamental, and less useful now than when the war, in full blast, made them a necessity. Plenty of government teams, horses, mules and mule drivers, circulate yet about the rough and dirty ways, amid clouds of dust and all sorts of discordant noises. Quartermasters, commissaries, claim agents, sutlers, embalmers and other functionaries that the war has brought forth, still linger, proclaiming that though the struggle is over, the burdens it has imposed are only removed very gradually. The broad plain round about Chattanooga, over which I rode yesterday, bears the mark, everywhere, of the recent presence of armed hosts. The air is laden with the stench of decomposing carcasses, many of which lie half buried, others thrown to rot into ravines by the wayside. The ground is stripped of the trees once covering it, and scarred, deformed and desolated in every conceivable way. The picture sets forth war in all its hideous ugliness.

The Crutchfield House—the only hotel at present in this unsightly little town—is a curiosity. It stands close to the depot, between which and its porch is what appears to be a German beer garden—a recent *improvement*. This garden, with one side of the hotel, forms a square. Around three sides are ranged stalls, with wooden seats and a table between, for the entertainment of visitors. A quaint-looking booth stands in the centre, where the creature comforts—especially lager bier, the German's *eau de vie*—are found and dispensed. A few feet distant from this is a sheltered, circular stall, ornamented after the German fashion with numerous small United States flags, and devoted to the musicians. A harp, two fiddles and a French horn form the combination of sweet sounds nightly discoursed there with all the vivacity of a Sangerfest. Under the inspiration of these I got to the office of the hotel about 10 o'clock, after a wearisome all-day ride from Nashville, only to learn that every room was overflowing, and hardly a chance left to stretch one's travel-worn limbs on the floor. I might have plead for once a correspondent's "privileges," which possibly might have extracted the courtesy of some attic corner or under-stair nook; but being constitutionally modest, I laid dignity aside and took my chances with the *oi polloi*. I got a cot with a score or so of other bipeds in like plight, on the second-story hall floor. It was a cot that had evidently seen much service and few recent changes; but such as it was I was fain to seek it about midnight, and court repose. Repose, however, was coy, and would not be courted, though the mosquitoes tried their most dulcet lullabies to bring it about. Another insect there was, with no music in its soul, a crawling, sneaking little "varmint," and irreligious too, as ignoring "grace before meat," as brother BEECHER hath it, whose nocturnal orgies are death to all sleep in persons of sensitive organization. Mosquitoes, the sweltering heat, any other thing but this might have been defied, but this was a little too much to endure. I rose between two and three, threw open the window, and looked forth upon the moonlit backyard of the hotel, filled with all imaginable rubbish. Chief among this was a huge pile of empty bottles, five thousand I should think, at least, proving that the frequenters of that house were a very thirsty set, and that their thirst needed other fluid than pure water to assuage. Finally, at that witching time when the night joins the day, I got an hour's troubled repose, for the privilege of all which the host asked only a dollar, three more being charged for as many indifferent meals. Four or five hundred people probably each day seek, because forced to, and find the like free hospitality for the like consideration at the Crutchfield House. The business is doubtless a speedy fortune for the host—the hospitality the grateful guest can surely ne'er forget. Such is hotel life in Chattanooga.

A very pleasant spot, in contrast to this, is the Sanitary Commission garden, on the Tennessee River, and about two miles from Chattanooga. This garden was set apart, by proper authority, in February, 1864, for the purpose of raising vegetables for the benefit of the patients in hospital, and, in case of surplus, for the use of soldiers in camp. The garden has an area of 150 acres, besides which 25 acres of vineyard lie three miles further up the river, at the base of Missionary Ridge. Part of the Union columns that assailed the Ridge and drove the rebels from it, in November, 1864, charged right through this vineyard. There have been raised in the garden, since its cultivation fairly began, twenty-five varieties of vegetables. Of these were raised the present year and distributed among the hospitals and camps, 35 bushels of carrots, 499 bushels onions, 180 bushels beans, 2,360 bushels lettuce, 181 bushels beats, 2,921 dozen ears of corn, 2,562 dozen ochre-pods, 194 dozen Summer squash, 108 bushels tomatoes, 188 bushels peas, 462 dozen heads of cabbage, &c., &c. On one particular day 7,000 men, including many of Gen. WILSON's command, had issued to them 500 bushels of vegetables. So important has been the aid rendered by the fruits of this garden to the hospital patients and others that Gen. THOMAS, by special order, authorized it to be continued for this year at least. The person in charge of the grounds is THOMAS WILLS, an English gardener, fifteen years a resident of Ohio, and brought here by the Sanitary Commission. The wages of the gardener, and the seeds used in the garden, form the only expense to the government, all the labor being done by convalescent soldiers, and men specially detailed from the troops lying here from time to time. The gardener understands his business thoroughly, and every part of the tract smiles under a skillful and scientific administration.

There is a curious mound near the entrance to these grounds, and closely adjoining the house of the gardener. It is 20 feet in height, and 132 feet in circumference. A small octagonal structure, used as the office of the establishment, is built upon its summit, and a large American flag, presented by ladies of Cleveland, floats from a staff arising from the top. The sides of this mound are covered with true English love for the beautiful, with upward of fifty varieties of flowers; while two or three rural, creeper-covered bowers, placed on the heights, give altogether a most picturesque and striking appearance to the whole. Until a few months back, the mound was regarded as a natural formation. But the gardener, excavating from the bottom inwards for a cellar, came upon several skeletons, which had evidently been placed there carefully at some period far back. The bones were perfect when found, but on exposure to the air, and on slight attrition, most of them crumbled into ashes. The skulls, however, were found more solid, and several were preserved, with two or three sets of teeth in perfect condition. The mound was thus found to have been a tomb, probably constructed by the aborigines, though no signs of Indian weapons were found among these relics of the dead. Large quantities of arrow-heads, clay-pipes, hatchets, rude specimens of crockery, &c., have been found in the vicinity, from time to time. Layers of shells, such as the Tennessee yields in abundance, were found in the excavation, and appearances such as cinders and burned soil, from the top to the bottom, to indicate that fire had been used before throwing in each layer of soil, at intervals of some two feet apart. Altogether it is a very interesting relic of long time ago, and of a race rapidly passing away.

The national cemetery here, consisting of seventy-five acres, and designed to receive the remains of our gallant soldiers who have fallen through all this blood-stained region, continues still under the supervision of Chaplain VAN HORN. Since I last wrote you from this point, some fifteen months ago, the remains of upward of 6,000 soldiers have been brought from the places where they fell and suitably interred in this consecrated spot. This number does not include those who fell at Chickamauga. Their remains will be added to the sad record of soldiers now interred at Chattanooga, as soon as the proper steps can be taken to perform the sacred task. This will swell the number to nearly 10,000. Of those already buried in the cemetery, about 600 were not identified. The word "unknown" will of necessity mark the spot where these heroes, having fought their last fight, sleep now their last sleep.

I write this on Lookout Mountain, 1,500 feet above the level of the Tennessee. Every foot I walk over, every glorious view I gain, with Raccoon Mountain and Missionary Ridge lifting their rugged summits on either hand, bring up before me vividly the desperate struggles, making the whole region historic, and the grand successes attending the heroism and constancy of our noble men, and making these spots evermore vocal with their renown. The views from the mountain-top are unsurpassed for romantic wildness, picturesque variety, magnificent extent, for a combination of all that is beautiful and grand. One revels in them now. Their features are graven on the mind indelibly. The memory will find them a perpetual joy. Description can place no adequate picture before the eye, and I shall not attempt a hopeless task.

The mountain, as the plains below, speaks of the close of the war. The officers' hospital has been closed several months. A hotel is kept where the wounded and sick lay longing for recovery. Not many guests have visited it the present season, for obvious reasons. The accommodations are of the rudest kind, and its profits are mainly from drink sold to the troops quartered here. Of these there are four regiments, the Fifteenth, Sixteenth, Eighteenth and Nineteenth Regulars, under command of Gen. JNO. H. KING. These troops are expecting to be removed hence daily, as no necessity exists for keeping them here, and supplies are brought up the mountain with great difficulty. Water, too, is extremely scarce the present season, the brigade being supplied mainly from below the mountain, the water being carried up four miles in barrels. One hospital remains under charge of Dr. R. D. LYNDE, late Medical Director of the Third Division, Fourth Corps. The number of patients is three hundred. I have always wondered at the government's suffering hospitals to be located on this mountain, making it necessary to drag sick and wounded men up, at the risk of destroying life in the painful passage. All that a hospital needs, too, must be toilfully lugged up, increasing vastly the expense of supporting it, with not a single counteracting advantage. This hospital will be wound up within a few weeks, and Lookout Mountain will stand deserted. It is a lovely spot to visit in the Summer time. Some shrewd enterprising Yankee might make it as attractive to visitors, and as profitable, as the Catskill Mountain House. C. V. S.

TOUR OF GEN. FISK.

The Freedmens' Bureau—Visit to Various Localities of His Department—Starting, Traveling and Miscellany.

From Our Own Correspondent.

CHATTANOOGA, Tenn., Monday, Aug. 17, 1865.

At 9 o'clock this morning the Commissioner of the Freedmens' Bureau, whose field of labor includes the States of Kentucky, Tennessee and Northern Alabama, began a tour of inspection. A special train had been provided the party, which was composed of the following gentlemen: Gen. CLINTON B. FISK, Assistant Commissioner of the Freedmens' Bureau; Gov. W. G. BROWNLOW; Capts. CLARK, BURR, and HINTON, and a "poor but respectable" representation of that essential class of folks yclept by TOM CORWIN the press gang. Supplied with the necessary luggage, wearing apparel, "fixins," paper, "traps," newspapers, "notions," and sundry and divers *sine qua non* nameless and indescribable offshoots of a high state of traveling civilization, we started on our long journey with every prospect of an interesting one.

THE OBJECTS OF GEN. FISK'S TOUR

Of investigation are to correct the multifarious evils of the administration of the bureau regulations, ascertain from personal examination the condition of the freedmen and refugees, look after abandoned property, urge the people to acquiesce in the orders of the War Department, and pave the path to a beneficial system of schools. His work is a noble one, and I need not indulge in a redundancy of verbiage to show that he is "the right man in the right place." Gen. HOWARD, Chief of the Bureau, is entitled to credit for displaying such practical sagacity in selecting a gentleman so fully qualified, and so really in earnest in this great work.

FROM NASHVILLE TO CHATTANOOGA.

This ride of over 150 miles is a most interesting one. We pass through a variety of country which would baffle the descriptive powers of a geologist. Undulating plateaus, broad plains, and regions of hills and valleys, covered with a growth of cotton and corn, which will certainly yield abundantly; then adown valleys rich and wild, with rugged mountain scenery on either side; now skimming along the cone of a mountain ridge; now whirling and clinging to its very sides; now darting through its very bowels, to make our exit into wide, fertile, cultivated valleys, full of beauty and grandeur. The

BATTLE-FIELD OF STONE RIVER,

near Murfreesboro, is a very interesting feature of this trip. The railway track winds along where the blood poured most freely on the memorable second day that Old ROSY and his brave men disputed triumphantly the field with BRAXTON BRAGG. There sleep thousands of brave patriots, in silent and lonely graves. Little hillocks covered with a green sward, at one end of which a plain piece of plank stands sentinel to the memory and name of the departed one, are found all over an expansive field, stretching for miles along that mountain stream, made classic by these sanguinary conflicts. A small, plain marble monument has been erected on that part of the field where fell the greatest number of the unfortunate ones, and enterprising patriots have displayed a most commendable public spirit in inclosing, with substantial fences, many acres of this "city of the dead."

Further South we reach Tullahoma, celebrated from its having been the trap set by BRAGG for ROSECRANS, but more celebrated from the fact of Gen. ROSECRANS flanking it, and thus completely outwitting Gen. BRAGG. Tullahoma is situated on the summit of an elevated table land, nearly a thousand feet above Nashville, and perhaps an equal altitude above this place. Anterior to the rebellion, it was a fashionable Summer resort for the chivalry. Judge CATRON, of the United States Supreme Court, before his decease, occupied here during the hot months, a beautiful cottage house, picturesquely located on the banks of a mountain stream, and midst a heavy and beautiful growth of forest trees. BRAGG had cut every tree from a scope of country perhaps three or four miles square, on both sides of the railway, and covering some very fine little eminences by nature itself adapted splendidly for defence. Within this improvised prairie land he erected innumerable fortifications, ensconced his forty thousand men therein, kept open his interior line of communication and source of supply, and was fool enough to wait for ROSECRANS to rush headlong into his trap as McDOWELL did into the snares of Bull Run, July 21, 1861. Old ROSY sidled off to the left, going South, leaving BRAGG the simple little choice of running, starving, or fighting on equal terms with the Yankees. He chose the first horn of the dilemma which presented itself—that was to skedaddle.

STEVENSON, ALA.,

a point made notorious during the progress of the war, is, or was, at the junction of the Chattanooga Railway with the Memphis and Charleston line; and here we first get a glimpse of the Tennessee River. Beyond it are lofty mountains covered with evergreens, within the bowels of which are many valuable ores, and unlimited supplies of coal. Here we first strike the great mineral region of the South, which stretches from a western terminus a hundred miles this side the Mississippi River, in Alabama, eastward through North Alabama and Georgia, and Southern and Eastern Tennessee into Virginia and Kentucky. But poor Stevenson! Recently she had enjoyed a celebrity coextensive with the nation, on account of her possession of a French hotel, christened "Hotel de Bedbugge." It never lacked for *customers*. Everybody who was so unfortunate as to stop there, *cuss'd* it. Now, she is no more. Two nights ago all her public buildings burned to ashes.

The scenery from Stevenson to Chattanooga is charming, fully equaling that through which passes the Baltimore and Ohio Railroad. Lookout Mountain, made historical by the brave deeds of Gen. JOE. HOOKER and his men, is seen at a great advantage from the train. It looms up boldly above the very clouds, and stands a mammoth monument to our glory and our fame. Mission Ridge is seen at a distance, and some dozen miles off is the sanguinary battle-ground of Chickamauga.

THE FREEDMEN'S BUREAU.

The first sub-agency of importance this side of Nashville is Murfreesboro. But a short time ago, over 1,100 negroes were fed by the government. The bureau has obtained labor for all the able-bodied, and homes for the indigent, so that but one now remains dependent upon Uncle Sam. I heard the Senator in the Tennessee Legislature from that county talk favorably to giving the negro his "rights," and guaranteeing him "justice." This is progress, counting from 1861. Murfreesboro has always been noted for its pro-slaveryism, and conspicuous as a locality of great numbers of slaves, and wealth of cotton planters. At other points, the affairs of the bureau appear in a prosperous condition. With all possible speed, the General is setting the freedmen to work. They know they should work, and he informs them they must. No more lounging about government camps or posts! Some interesting facts respecting refugees are developing. I will send them. T.

DEATH OF JESPER HARDING, ESQ.—We regret to record the death of Mr. JESPER HARDING, one of the oldest and best known publishers in the United States. He died at 6 o'clock this morning, of paralysis, from which he had been suffering for some time, at the residence of his eldest son, GEORGE HARDING, Esq., Chestnut Hill. He was a native of this city, and was born in 1799. In his youth he was employed in the office of the *United States Gazette*. At the age of 18 he began the publication of the *Pennsylvania Inquirer*, in Second-street, above Carter, and he continued its publication until a few years since, when its title was changed to the Philadelphia *Inquirer*. Since 1835 he had been engaged in the publication of Bibles and other works, and he was known as the most extensive publisher of quarto and family bibles in the United States. He was also, at one time, proprietor of the largest paper mill in the United States, at Trenton, and he also owned a large iron works at the same place. At the time of his death he was Collector of United States Internal Revenue for the First District.

Mr. HARDING had been failing for some time past, and his death was not unexpected. The entire family, four sons and two daughters, gathered around his death-bed this morning. He was an attendant of St. Peter's Episcopal Church, in this city, having for many years worshipped there. His nature was kindly and genial, and his memory will be a pleasant one to a large circle of friends and acquaintances.—*Philadelphia Bulletin, Aug. 4.*

NOTES FROM THE PEOPLE.

Noblemen and their Servants.

To the Editor of the New-York Times:

I was forcibly and painfully struck, on reading in your issue of yesterday, of the steward of the Duke of BUCCLEUGH having devised his whole estate to his patron, and, as it seems, leaving the future support of his poor wife to the tender mercies of the world at large. Fortunately for her, she had neither to look far or wait long for the needed relief; nor will we stop to question whether a feeling of shame or a nobler principle had dictated the Duke's course. I remember one other such affair, which happened several years back, and in the same country. Mr. INNES, steward to the Duke of ROXBURGH, did the very same thing—saving a very small annuity for an only son, a lunatic. How the wife might have fared, had she been above ground, we hope, for the love of the race, that she might have been differently dealt with from him of Buccleugh.

But it is with the underlying power for mischief in these two simple cases here mentioned, that every man who has the true love of his race and country at heart, should lift up his voice to put down. Let just and sober thinkers analyze such records well, and the imbecile, slavish spirit of *castle-worship* will stand forth in all its hideousness and deformity. And this is most undoubtedly no less the spirit which gave the first impulse to the late rebellion in this most blessed land. *Toryism* is but another word for the same truculent bondage—the pride of seeing the wheels of this great juggernaut roll over and crush out all that is manly and simple of heart in mankind. The writer of this is a Briton born, whose heart beats as warm as ever toward his native land, but may not, dare not tamper with the misdeeds of her rulers and leading men. In Scotland, especially, does the spirit of the pure, old-fashioned, unadulterated Toryism exist, though, even there, we have occasional pleasant glimpses of brighter days. When once a human being can rid his common sense of sacrificing principle to baubles, such as ancient descent, stars and garters, or to power, whether vested in the claims of some reigning despot, or in the master of a thousand human beings as slaves, there can be no fear that he will ever be found on the side of injustice or misrule in any land.

AUG. 25, 1865. J. S.

Pumps in 1796.

NEW-YORK, Wednesday, Aug. 23, 1865.

To the Editor of the New-York Times:

Your interesting article on the supply of water recalls the many trials of the New-Yorkers before the Croton-water era, and referring to WINTERBOTHAM's *History of New-York*, published by JOHN REID, No. 106 Water-street, in 1796, I find the following:

"A want of good water is at present a great inconvenience to the citizens, there being few wells in the city; most of the people are supplied every day with fresh water conveyed to their doors in casks, from a pump near the head of Pearl-street, (*ci devant* Queen-street,) which receives it from a spring almost a mile from the *centre* of the city. This well is about twenty feet deep and four feet diameter. The average quantity drawn daily from this remarkable well is 110 hogsheads of 130 gallons each. In some hot Summer days 216 hogsheads have been drawn from it, and what is very singular, there are never more or less than three feet of water in the well. The water is sold commonly at three pence a hogshead at the pump. Several proposals have been made by individuals to supply the citizens by pipes, but none have yet been accepted."

The population at that time was 33,000, of which 2,369 were slaves. Probably we should feel the want of slavery at this day, if dependent upon pumps for water.

WINTERBOTHAM adds: "New-York is the gayest place in America; the ladies, in the richness and brilliancy of their dress, are not equaled in any city in the the United States, not even in Charleston, S. C., which has heretofore been called the centre of the beau monde. The ladies, however, are not solely employed in attention to dress: there are many who are studious to add to brilliant external accomplishments the more brilliant and lasting accomplishments of the mind; nor have they been unsuccessful; for New-York can boast of great numbers of refined taste, whose minds are highly improved, and whose conversation is as inviting as their personal charms; tinctured with a Dutch education, they manage their families with good economy and singular neatness." HISTORICAL.

College Professors.

NEW-YORK, Monday, Aug. 21, 1865.

To the Editor of the New-York Times:

In your notice of the recent meeting of the National Teachers' Association, at Harrisburgh, your remarks, though in the general true, are not entirely correct.

Prof. GREEN, of Providence, was not the *only* college Professor who lectured; there were at least two others, one of whom, Prof. BUTLER, from the far West, came nearly 1,000 miles for the sole purpose of filling this appointment, which he did most admirably, and in no "common-place" manner, and then took the cars immediately to return.

Beside the above, there were at least a dozen professors from our various colleges who were present, renewing friendships, comparing notes, and taking part in the public and more private discussions that ever abound at such gatherings.

Letters were also received from many others who could not be present—one being from Dr. WAYLAND, whom many honor as the Nestor of American teachers. Thirty-five years ago the writer of this article heard him deliver the opening or introductory lecture before the American Institute of Instruction, at Boston; and his interest and energies in this cause have never flagged an hour from that time till the present. The late meeting of the institute, at New-Haven, was attended by the venerable President DAY, and about a dozen other college teachers. So please give all the credit you can, while you stir up to their duty the slothful and unpatriotic. The "old familiar faces" are every day fewer in number, and they look with tearful eyes for the young, strong and thoroughly furnished men, who will lay again the foundations of our republic, cemented again in virtue, liberty, intelligence and peace.

Railroad Accidents.

NEW-YORK, Friday, Aug. 25.

To the Editor of the New-York Times:

The frequency, of late, of railway accidents is justly alarming to the traveling public, and disastrous to our railway interests and reputation. As many of these accidents can certainly be avoided, I beg to submit, through your columns, to railway managers a precautionary and (as I believe) an effectual mode of preventing those resulting from misplaced switches leading on to side tracks not actually occupied by a train.

These accidents are supposed (and strictly speaking probably) to result from carelessness, but this cannot with certainty be provided against, when left as it at present is, to the operations of the mind or memory of the employe—by a mental fault he omits to adjust the switch. The same, but in reverse, as in every one's experience the winding of one's watch is constantly forgotten, and the second attempt ineffectually made.

I propose that a mechanical test shall be made of the employe's action by requiring every engineer who leaves a side track with his train, *before proceeding on his route to back his train and locomotive past the switch by which he enters the main track*. In case the switch has not been properly adjusted the fact at once becomes known. The switch is at once made all right, and the safety of other trains passing that switch insured. EDWARD LEARNED.

Peaches—Potatoes.

To the Editor of the New-York Times:

Your recent correspondent "Malacaton" very justly criticizes the diminished size of peach baskets, and the ingenious manner of making "five baskets out of three," (or four,) which does not misapply to strawberries, and all other fruits sold by the basket.

The potato-basket imposition should not longer be tolerated. Do you know, Sir, there is a law (passed six or eight years ago) upon our statute book, requiring potatoes to be sold by weight, making sixty pounds to the bushel? And is this important act to remain a dead letter for all time? And is there not vitality and honesty enough in our city authorities to see this most wholesome law put in force at once? The basket swindle is measured by men's consciences, ranging from 38 to 50 pounds. The most, and generally called bushels, I purchased in a bag—"two honest farmer's bushels." They weighed 100 pounds, twenty per cent. less than the law requires, provided there is a law. In behalf of the poor people, and all concerned, please publish this article, with your own comments. H. P.

Railroad Wants.

To the Editor of the New York Times:

Can you, through the influence of your paper, call the attention of the Erie Railroad Company to the gross neglect practiced by them upon the people residing between New-York and Paterson. The people in those places have no facilities for getting to New-York between early in the morning and noon, and are therefore obliged to ride to New-York with a stage, or

wish other conveyance as they can get, because the Railroad Company will not stop for them. Very respectfully, A SUBSCRIBER AND SUFFERER.

Fire Alarms.

NEW-YORK, Thursday, Aug. 24, 1865.

To the Editor of the New-York Times:

I have a few words to say respecting the new Fire Department. I was much surprised when I heard that the new commissioners were going to continue the old practice of ringing bells to give the alarm of fire. Now it appears to me we shall have the same confusion and uproar in the streets as of old. The same number of thieves will turn out that the gentlemen argued did who worked for the passage of the bill. The telegraph works well in other large cities—why not in this. The police and firemen are the only ones that should know when there is a fire. If this should meet with your approbation, you will confer a great favor on numberless citizens in using your influence in what appears to me a move in the right direction. Yours, respectfully, P. D.

Railroad Accidents.

NORWICH, Conn., Friday, Aug. 24, 1865.

To the Editor of the New-York Times:

I notice on the first page of your issue to-day a column headed, "Another Railroad Accident—Passenger Train on the Norwich Road Thrown off the Track." Permit me to say that the accident referred to did not occur within fifty miles of the Norwich Road; neither is there in any of the dispatches which appear under the heading anything to lead one to suppose it was on the Norwich Road; the heading, therefore, is simply a falsehood—if intentional, contemptible mean; if not, a simple correction will atone.

P. ST. M. ANDDEWS, Superintendent.

City Cars.

To the Editor of the New-York Times:

On one of the routes—the Seventh-avenue, I think—some of the cars have cane seats. These are much more cleanly and comfortable than any other kind, and their general introduction would do away with one great objection to city railroad travel.

MANHATTAN.

LOCAL INTELLIGENCE.

OUT-DOOR SPORTS.

Base Ball.

ECKFORD VS. MUTUAL.

The match between these clubs yesterday at Brooklyn, resulted in favor of the Mutuals. A very large crowd of spectators were present, and the contest proved to be a very interesting one and quickly played game. The following is the score:

MUTUAL.	Outs.	Runs.	ECKFORD.	Outs.	Runs.
Brown, 2d b	2	3	Grum, c. f	3	2
Wansley, c	4	1	A. Mills, r. f	3	1
Duffy, 3d b	3	2	Klein, 1st b	4	1
Miller, l. f	4	2	Farrell, 2d b	3	0
Holdam, 1st b	1	4	Swandell, l. f	3	1
Devyr, s. s	2	3	Zettlein, p	3	1
Harris, c. f	3	2	C. Mills, c	2	2
McMahon, r. f	3	1	Fox, 3d b	1	2
Thorne, p	5	1	Butler, s. s	5	0
Totals	27	19	Totals	27	10

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Mutual	5	0	6	3	0	0	3	1	1	1—19
Eckford	0	0	2	4	1	2	0	0	1	1—10

Umpire—Mr. FORSYTH, of the Gotham Club.
Scorers—Messrs. DONGAN and SMITH.

THE GRAND MATCH AT WASHINGTON.

The contest between the Athletic and National Clubs, at Washington, on Monday, will be one of the most noteworthy events in the annals of the game. A very large attendance of spectators will be present, among them the President and his Cabinet, who have accepted the invitation to witness the match. Stands have been erected on the President's grounds—the scene of the contest—and the fair sex will be present in great numbers. Hundreds are going on from this city and Philadelphia to see the game.

Steamer Effort.

Much has been published in the New-York and Washington dailies of late as to the whereabouts of the steamer *Effort*—how she was stolen from her owners, and has not since been heard from, &c., &c.—whereas, by inquiry, we learn that these stories are fabrications, the product of some wild fancy, vivid imagination or evil-disposed genius, for the purpose of mischief. The facts we learn to be simply these: In March last JAMES COTTINGHAM became one-third owner, and thereupon, by agreement between the several owners, took charge of the vessel, and as master and captain had lawful control of her. On the 19th of July last, while moored at the foot of Essex-street Jersey City, she was attached by the Sheriff of Hudson County in the State of New Jersey at the suit of WILLIAM J. B. SMITH, HAIGHT and LEWIS Attorneys—and after the attachment had been duly released, Capt. COTTINGHAM as master and part owner, took the propeller in search of employment. A thousand dollar freight was agreed upon between the Captain and third parties, which Capt. COTTINGHAM failed to secure because of false reports published, strangers being unwilling to load him. The *Effort* was chased by the *Wyoming* and hunted by government officials, as though she were a pirate.

For the information of all interested we would say, that the steamer *Effort* lays at her old moorings foot of Essex-street, Jersey City, where the Captain made her fast, and where she is now held under other attachments.

Music at the Central Park.

The Central Park Commissioners announce that if the weather is fine there will be music on the Mall at the Park to-day, at 4:30 o'clock P. M., by the Central Park Band, under the leadership of H. B. DODWORTH. The following is the

PROGRAMME:

PART I.
Central Park March.
1.—Overture, "La Fille du Regiment" ..... Donizetti.
2.—Polka "Berlina" ..... Michaels.
3.—Barcarole "Bounding, Bounding Boat go Lightly" ..... Kucker.

PART II.
4.—Grand March "De Cortége Queen of Saba" Gounod.
5.—Overture, "Semiramide" ..... Rossini.
6.—March, "Lyre and Sword ..... Carl Faust.
7.—Terzette and chorus from Der Freyschutz, "Oh Dreaded Morrow" ..... Weber.

PART III.
8.—Quick March, "Give to the Winds" ..... Doehler.
9.—Andantino, from "Das Wundenvasser," "Der Mister Ticht bei des Fruhrothesschims" ..... Flotow.
10.—Quick March, "The Medley" ..... Bradley.
11.—Galop "Friden Jubel" ..... Kuhner.
The Union.

LAW REPORTS.

Recovery of Money Paid as Security—A Wife May Act as Agent for Her Husband in Certain Cases.

SUPERIOR COUET.

Before Joseph Meeks, Esq., Referee.

Thomas Thompson vs. *Charles S. McKay.*—This action was brought to recover the sum of $739, balance due on the sum of $1,000, which was given to the defendant by the plaintiff's wife as security to the defendant for becoming bail for the plaintiff, upon his arrest on the charge of passing counterfeit bank bills.

The defendant agreed to return the money upon the plaintiff's discharge or conviction.

The plaintiff was discharged on the 17th of September last, and demand was thereupon made for a return of the $1,000, but the defendant refused to return the same, except the sum of $261. After issue joined, the cause was referred, and proof given of the above facts. The defendant claimed that the money belonged to the plaintiff's wife, and produced a bank-book in account with Mary Thompson, in trust for the plaintiff. The plaintiff swore the money was his own, and his counsel claimed that his wife was simply acting as an agent in paying the money, and cited, in support of his view, Griffith vs. Reed, 21 Wend Rep., 502; Barry vs. Ransom, 2 Kern. Rep., 466; Blossom vs. Griffin, 3 Kern. Rep., 569; Ide vs. Sadler, 18 Barb., 32; Brower vs. Vandenburgh, 31 Barb. Rep., 648. The referee found judgment for the plaintiff for the full balance and costs.

Alex. Reavey, plaintiff's attorney; James G. McAdam, defendant's attorney.

The Mumford Case—$50,000 Paid Into Court.

SUPREME COURT—CHAMBERS.

Before Justice Sutherland.

Augustus W. Greenleaf et al. vs. *Peter R. Mumford, John Oakey, The Nassau National Bank and Albert Speyer.*—The following order, which will explain itself, was entered yesterday morning.

The defendant, John Oakey, having on the 15th day of August, 1865, deposited in the Nassau Bank, one of the defendants herein, the sum of $52,978 95, then belonging to the debt of Peter R. Mumford, on which the said Oakey claims a lien for $3,000, and no more, and the said sum of $52,978 95 being the subject of controversy in this action: It is ordered, on motion of Charles E. Jenkins for plaintiff, and by consent of all the parties, that the said sum of $52,978 95-100 less the sum of $3,000—that is to say, the sum of $49,978 95-100, be forthwith paid into this court and deposited with the New-York Life Insurance and Trust Company, on interest, subject to the order of the court, and not to be withdrawn in whole or in part, except upon order duly made after five days' previous notice to all the parties in this action. And it is further ordered, on like consent, that neither this order nor the said deposit shall in any way prejudice the rights and claims of any of the parties in this action to the said sum of money, or any part thereof, and that after such deposit being made, the injunction issued in this action be vacated.

Mumford made a general assignment on Saturday last to Albert Speyer.

Court Notice.

NEW-YORK COMMON PLEAS.

Ordered, that an additional term for the hearing of equity cases be held on the third Monday of September, 1865. Notes of issue may be filed on or before the 11th of September next.

NATHANIEL JARVIS, Jr., Clerk.

Decisions.

SUPREME COURT—CHAMBERS—AUG. 25.

By Justice Sutherland

James D. Stelle *vs.* Sarah Wilson, et al; motion granted. M. Luttschawager *vs.* Franz Mali; motion denied. John Mortimer *vs.* Anna C. Thompson; motion denied. In reclaims of George Simpson *vs.* R. B. Bradford, et al; referee's report confirmed without costs; no power to grant extra allowance. Catharine S. Phalen *vs.* Philip Fitzpatrick, et al; order granted. T. Barclay *vs.* Terence Hughes; motion denied. Theodore E. Berott *vs.* Wm. H. Brower; plaintiff may have an order to show cause. Gilbert T. Rusbeck, et al. *vs.* Elizabeth Van Santon; injunction motion denied. Francis Fritz, ex. rel. *vs.* F. W. Mageret, et al; motion denied.

SUPERIOR COURT—SPECIAL TERM.—Aug. 25.

By Justice Barbour.

Daniel Mahon, *vs.* The Chemical Bank; motion granted. James Masterson *vs.* The same; motion granted. Benjamin Hutton, et. al. *vs.* Wm. H. Blair; motion granted. Wm. Campbell *vs.* Chas. A. Seely; motion granted with $10 costs; plaintiff's proceedings stayed until he file security for costs.

COMMON PLEAS—SPECIAL TERM—AUG. 25.

By Judge Cardozo

Figge vs. *Figge*—Order settled. Aubrey *vs.* Gentil—Motion granted. Moore *vs.* Moore—I think the proof in this case too general to justify a decree. The case may go back to the referee for further evidence.

MONETARY AFFAIRS.

Sales at the Stock Exchange—AUG. 25, 1865.

$5,000 U. S. 6s, '81	106⅜	1500 Erie Railway	86
2,500 do	106⅜	200 do s10	86
4,500 U. S. 6s, 5-20s. C	106⅜	100 do s10	85½
60,000 do	106⅞	100 do 2d call	86⅝
200,000 U. S. 6s, 5-20s. C. New Issue	104⅜	50 N. Y. Cen. R	92⅛
1,500 U. S. 6s, 5-20s. R	104⅜	100 do s30	92⅛
5,000 U. S. 5s, 10-40s. C	97⅞	60 Pac. M. S. Co	285
16,000 do	98	100 Erie R. Pref	87½
10,000 do	98⅛	400 Reading R	104⅜
500 Tr. Notes, 7 3-10s. First Series	99⅜	1000 do	104⅞
9,200 Tr. Notes, 7 3-10s. Sec. Ser. Small	99⅜	400 do	105
43,000 Tr. Notes, 7 3-10s. Th'd Ser. Sm'll	99⅜	200 do b30	104⅞
1,000 do	99⅜	10 do	103½
75,000 U. S. 6s, 1 Yr. Cer. New issue	98⅛	52 Ill. Cen. R	122
10,000 O. & M. Cer	24⅜	600 Cleve. & Pitts. b30	70
1,000 N. Y. Cen. 6s, '83	95	1600 do	69¾
1,000 Erie 4th M	89½	200 do s30	69⅛
5,000 N. Y. St. 6s, '74	98⅛	100 Chi. & N. W	27½
2,000 Hud. 2d M. S. F. Bs	102	500 Chic. & N. W. Pr	62¼
5,000 Mich. So. S. F. Bs	97	200 do b10	62¼
1,000 To. & W. 1st M. Ex	86⅜	100 do s30	62
4,700 Amer. Gold	143¾	300 do	62⅝
125 Chatham Bank	130	100 do 2d call	62¼
20 Cen. National B'k	106	400 Chic. & R. I	107
20 Gallatin Nat. Bank	110	50 Mil. & P. du C. b30	43⅛
400 Quick. Min. Co	55	100 do	43
100 At. Mail St. Co	150	100 do	42¾
100 Cen. Am. Tr. Co	20	200 P., Ft. W. & C	95½
100 Cary Improv't	16	200 do	95¼
100 Canton Co b10	38⅜	100 do	95¼
100 Mich. S. & N. I	62½	300 do 2d call	96
300 do	62¾	50 At. & T. H. R. Pr	60

SECOND BOARD.

$5,000 U. S. 6s, '81. C	106⅞	200 Hud. Riv. R	109⅛
20,000 U. S. 6s, 5-20s. C	106⅜	200 do	109¼
5,000 U. S. 6s, '71. R	93	600 Reading R	105⅛
400,000 T. Notes, 7 3-10s. Third Series	99⅛	900 M. S. & N. I. R. 100 do s10	63¾
20,000 U. S. 6s, 1 yr. Cer. New issue	98⅛	100 do b15	64
1,000 Tenn. 6s	72⅜	200 do b10	64
5,000 Mo. State 6s	71⅜	400 Cleve. & Pitts	71
10,000 Ohio & M. Cer	24¾	200 do	71¾
100 Quick. Min. Co	55⅛	400 Ill. Cen. R	122½
100 do s15	55	100 Chic. & N. W	27⅛
200 N. Y. Cen. R	92⅝	500 Chic. & N. W. Pr	62¼
300 do	93⅞	100 do b30	63
100 do	93⅞	100 do	62⅝
100 do s10	92⅞	300 Chic. & R. I	107⅛
1100 Erie R	87⅜	200 Mil. & P. du C. R	43⅛
300 do	87⅜	300 do	43¼
100 Alton & T. H. Pr	60	200 P., Ft. W. & C	96⅛

OPEN BOARD—1½ P. M.

$10,000 T. Notes, 7 3-10s	99⅛	100 Chi. & R. I s3	107¼
200 Erie R s3	86⅞	100 do	107
1700 do	86⅞	200 do b3	107¼
400 do c	86⅞	100 do	107¼
400 do b3	86⅝	100 Chic. & N. W. s3	27⅛
3200 Reading R	105⅜	300 Chi. & N. W. Pr	62¼
500 do s5	105⅜	100 do b3	62¼
500 do s15	105⅛	100 do s30	62¼
300 do s3	105¾	100 do c	62¼
200 do b10	106	100 do	62¾
200 Mich. S. & N. I	64	100 Pitts., Ft. W. & C	96
200 do s3	63⅞	100 Mil. & Pr. Du C	44¼
100 do s30	63½	100 do b3	44¾
100 do b10	63⅞	100 Cum. Coal Co	41¾
100 Cl. & Pitts. R	71⅜	100 do c	41¼
500 do b3	71⅜	100 do	41¼
500 do b3	71⅜	500 Quick. Min. Co	55
500 do b5	71	300 Bruns. L. Co	9
200 do b3	71¾		

OPEN BOARD—3½ P. M.

$10,000 U. S. 5s, 10-40s. C. b10	98	100 Mich. S. & N. I	63⅝
900 Erie R	87⅛	300 do	63¾
1400 do	87⅛	300 Pitts., Ft. W. & C	96⅞
400 do s3	87⅛	100 Cleve. & Pitts	70⅛
100 do b3	87	1000 do	70¼
600 Reading R	105⅛	300 do	70⅜
500 do	105¼	200 do b10	70⅝
100 do	105⅜	100 Chi. & N. W	27⅛
100 Mich. Cen. R	107	100 Mil. & P. du C	43¾
100 Quick. Min. Co	55¼	100 Cum. Coal	41¾

FRIDAY, Aug. 25—P. M.

The price of Money, on temporary employment with the Brokers, is 5 ₱ cent. on Government Collateral and 5@6 ₱ cent. on other Stocks. Merchant paper is from 7 to 9 ₱ cent., 60 days to six months—not much long-date paper offered. The market is abundantly supplied with Money, at call, and the increasing case at low interest has further stimulated the Railway speculation and enhanced the demand for Government Stocks. The original United States 5-20s are 106⅛@⅜; the late issue, of which there was a fair supply at to-day's market, are selling at 104⅛@⅜, and the 10-40s 97⅜@98 ₱ cent. The 7-30 ₱ cent. Treasury Bonds, convertible after three years into 5-20s Gold-bearing Stock, continue steady at 99⅛@99⅜ ₱ cent. The Certificates of Indebtedness are in request at 98⅛@98⅜ ₱ cent. In the Railway movement Erie Common Shares kept the lead and further advanced to 87@87⅛ ₱ cent. The demand on speculation for Reading, Pittsburgh and Michigan Southern was also very active at rising prices, and most of the other New-York and Western Bonds closed firm.

At 4 o'clock the following general quotations were made as compared with the same hour on Thursday. The extreme prices of the day were not supported on the Railway list, and the market left off, as it did yesterday, somewhat tame after an active day's work. Gold is about ¼ ₱ cent. higher than on Thursday:

	Thurs.	Fri.		Thurs.	Fri.
U. S. 10-40s	97¾	97⅞	N. West Pref	62¼	62½
U. S. 5-20s	106¾	106⅞	Rock Island	106¼	107⅛
U. S. 7-30s	99⅛	99⅜	Fort Wayne	95⅞	96⅛
N. Y. Central	92⅛	92⅜	Cumb'land Coal	41⅝	41⅞
Erie	85⅞	87	Quicksilver	55	55⅛
Hudson	109	109⅛	Mariposa	11¾	11⅞
Reading	103¾	105⅛	Canton	38⅜	38⅝
Mich. Southern	62⅞	63¾	Atlantic Mail	150	148
Illinois Central	121⅛	122¼	Brunswick	9⅛	9½
Pittsburgh	69¾	70⅛	Ohio Certificates	24⅛	24⅜
Northwest	27⅛	27¼	American Gold	143⅜	143⅝

The price of Gold varied but slightly. The California steamer delivered $960,172, chiefly, we understand, in Gold bars, of which there was a previous supply of about half a million of dollars. As it costs some delay and half ₱ cent. at the Mint in Philadelphia to coin this Gold, the bars have been partly taken for export, and the steamers to-morrow will take out about $600,000 of all descriptions of Gold and Silver. The price for American Gold Coin in the Gold Room to-day ranged 143¾@144@143¾ ₱ cent. Another half million was required to pay Customs to-day, making the total for the five days of the week about twenty-six hundred thousand dollars. Exchange on London for Saturday's mail left off 109¾@109¾ ₱ cent. for Gold, in fair request early in the day, but closing barely steady. The Importers, Jobbers and Domestic Commission business in the Dry Goods line are driving a very active and remunerative trade, and the only complaint we hear is the want of adequate stocks of seasonable goods. In General Merchandise business is also fairly active.

The following bids were made to-day for the City Bank shares:

Merchants'	108	Hanover	105
America	132½	Peoples'	110
North River	120	Nassau	108
Tradesmen's	120	Corn Exchange	106½
Butchers' & Drovers'	120	Marine	140
Commerce	103½	Importers' & Traders'	80
Mechanics' B'k Ass	98	Central National	105
American Exchange	113	Fourth National	95
Chatham	129		

And the following for the Railway Mortgages:

N. Y. Cen. 6s, 1883	95	Lack. & West'n Bonds	100
N. Y. Cen. 7s, con. 1876	100	Del. L. & W. 1st mort	102
N. Y. Cen. 7s, '76	100	Del. L. & W. 2d mort	102
Erie 1st M., x div., '88	102	Tol. & Wab. 1st mort	85
Erie 7s, 3d mort., 1883	102¼	Tol. & Wab. 1st M. Ex'd	86
Erie 7s, 4th mort, 1880	93	Tol. & Wab. 2d mort	73½
Buf. N. Y. & E. 1st M., '77	93	Galena & Chi. ex	100¼
Hud. R. 7s, 1sts, '60	102	Chi. & R. I. 1st mort	100¾
Harlem, 1sts, '69-72	102	Cleve. & Tol. S. Fund	94
Harlem, 3d, '68	92	N. J. Cen. 1st mort	103
Mich. Cen. new 1sts, 8's, '82	111	N. J. Cen. 2d mort	103
Chic., R. I. & P. 8 ₱ ct. 1st M.	109	Pitts., Ft. W. & C. 1st M.	101
Mich. So. 7 ₱ c. 2ds	88	Pitts., Ft. W. & C. 2d M.	95¼
N. Ind. Gosh. Line, '68	90	Cleve. & P. 2d mort	90
Mich. S. & N. I. S. F. 7 ₱ c.	97	Cleve. & P. 4th mort	72
Alton & T. H. 1st M	88	Chi. & Alton 1st mort	95½
Alton & T. H. 2ds pref.	75	Chi. & Alton Income	85
Chi. & N. W. Int. Bs	80¼	Mil. & St. Paul. 1st mor.	75
Han. & St. Jos. L. G	90	Joliet & Chic. 1st mort.	92
Han. & St. Jos. Conv	66		

The liquidation of the affairs of KETCHUM, SON & Co. promises better than the first impressions of last week, say from 65 to 80 cents on the dollar. An evening paper states that the creditors will hold a first general meeting on Friday of next week.

Mr. JAMES K. GRACIE, with Mr. EDWARD KING and Mr. CHARLES BROWN, of Messrs. W. H. NEILSON & Co., have been elected members of the New-York Stock Exchange Board.

The Gold Board resolved this morning to prohibit their members from dealing at the Evening Exchange on Fifth-avenue.

The week's imports of foreign Dry Goods have been to the value of $2,010,994, against $1,134,640 same week last year. The following is the summary for the week:

	CONSUMPTION DIRECT. Pkgs.	Value.	WAREHOUSED. Pkgs.	Value.	WITHDRAWN. Pkgs.	Value.
Man. of Wool	1,761	$697,720	268	$88,769	844	$345,359
Man. of Cotton	915	238,771	41	14,119	81	22,025
Man. of Silk	387	438,572	47	96,277	97	116,556
Man. of Flax	1,113	270,441	570	72,722	244	104,219
Miscellaneous	255	69,255	79	24,348	23	7,286
Total	4,411	$1,714,759	1,007	$296,235	1,289	$595,436
		296,235				1,714,759
Total entered		$2,010,994	Total marketed			$2,270,195

The day's business at the office of the Assistant Treasurer of the United States was as follows: Receipts, $2,416,106 78; including for Customs, $573,000; on account of Loan, $433,000; payments, $1,718,144 33; balance, $55,745,-489 59.

BANKING AND FINANCIAL.

HOWES & MACY,

(Formerly Officers of the Park Bank,)

BANKERS, 30 Wall St. N.Y.

FOUR PER CENT. INTEREST ALLOWED ON DEPOSITS.

Perfons Opening Accounts may Depofit and Draw as they pleafe, the fame as with the City Banks, and will be allowed Intereft on their daily balance at four per cent.

Collections made upon any part of the United States or Canada.

Orders for the Purchafe or Sale of the various iffues of Government and other Stocks, Bonds, and Gold, promptly executed for the ufual commiffion.

☞ FOR SALE—Three hundred thousand dollars New-York Central Railroad Seven Per Cent. Convertible Bonds of eighteen hundred and seventy-six. Apply to JAMES H. BANKER, at the office of R. L. Cutting & Co., No. 19 William-st.

GENERAL MARKETS.

NEW-YORK, Friday, Aug. 25, 1865.

Receipts of the principal kinds of Produce, since our last: 15 bbls. Ashes, 8,384 bbls. flour, 1,403 bbls. and 150 bags Corn Meal, 13,450 bushels Wheat, 97,118 bushels Corn, 3,000 bushels Rye, 29,197 bushels Oats, 185 bushels Malt, 1,840 pkgs. Provisions, and 66 bbls. Whisky.

ASHES—Continue inactive, at $7 50 for Pots, and $7 62½@$7 75 for Pearls, ₱ 100 lbs.

BEESWAX—Has been in moderate request, including prime Yellow at 48c.@50c. ₱ lb.

CANDLES—Have been more sought after, and have favored sellers.

COFFEE—Continues in fair request at full prices, including Java at 25c.@26c.; Rio at 17½c.@21½c.; Maracaibo at 19c.@22c.; Laguayra at 21c.@22c.; St. Domingo at 17½c.@17¾c.; Native Ceylon at 22¼c.@23c. ₱ lb., in gold.

COTTON—Has been in more demand at buoyant prices. Middlings at 44c.@45c. ₱ lb. Sales 2,650 bales. The receipts this week have averaged 3,576 bales a day.

EGGS—The demand for Eggs has been more active, with light receipts the past week, and prices are again higher: State and Jersey, 28c.@29c.; Ordinary Western, 26c.@27c.; Western, by express, 27c.@28c.: Canada, 27c.@28c. ₱ dozen.

FISH—A fair inquiry prevails for the principal kinds, at full and buoyant prices.

FEATHERS—Live Geese have been in good request, and quoted up to 85c.@90c. ₱ lb.

FLOUR AND MEAL—State and Western Flour has been in brisk demand to-day, at an advance of 10c.@25c. ₱ bbl., the market closing somewhat irregularly. Sales since our last amount to 18,250 bbls., including very inferior to choice Superfine State and Western, at $6 90@$7 50; poor to choice Extra State, at $7 65@$8 30, chiefly at $7 65@$7 90; round-hoop extra Ohio, inferior to good shipping brands, at $8 75@$9 20 ₱ bbl.

Superior State and Western	$6 90	@$7 50
Extra State	7 65	@ 8 30
Extra Illinois, Indiana, Michigan, &c.	7 75	@11 95
Extra Ohio, round-hoop, ship'g brands	8 75	@ 9 20
Extra Ohio, trade and family brands	9 25	@11 50
Extra Genesee	8 35	@11 25
Poor to choice extra Missouri	8 75	@14 25

Southern Flour is more active and firmer. Sales since our last 950 bbls., at $9 45@$10 50 for poor to good, and $10 50@$14 25 for good to very choice extra brands, ₱ bbl. Canadian Flour is brisker and dearer. Sales 500 bbls. Extra at $8@$11 25 ₱ bbl. Rye Flour is in fair request, including Superfine at $5 50@$6 15 ₱ bbl.; sales 180 bbls. Corn Meal continues in demand, at $4 90@$5 for Western, $5 10@$5 15 for Jersey, and $5 40@$5 50 for Brandywine, ₱ bbl. Sales 350 bbls.

FRUIT—The principal kinds of foreign have been more sought after and prices have been tending upward. Layer Raisins, $7@$7 15; Bunch Raisins, $6 45@$6 55 ₱ box; Currants, 13¾c.@13¾c. ₱ lb. In domestic we notice an increased supply of Apples and a reduction in prices. Peaches continue in fair supply, and fine qualities sell well. Pears are scarce, and lots in good order bring fancy prices. We quote: Apples, Summer Pippins, $4@$6; Appes, Early Western, $4@$6; Pears, Bartletts, $15@$18; Pears, Bell, $8@$10; Pears, Sickle, $12@$15; Pears, Duchess d'Angoleme, $10@$15; Pears, Louise Don de Jersey, $12@$15 ₱ bbl.; Peaches, Delaware, ₱ basket, $1 50@$2; Peaches, Jersey, ₱ basket, $1@$1 50; Watermelons, ₱ 100, $18@$25; Musk Melon, ₱ bbl., $2@$3; Plums, Blue Gages, ₱ bbl., $12@$15; Plums, Green Gages, ₱ bbl., $12@$15. Dried Apples are without much inquiry, except in a small way. Holders of large lots, however, are firm, and are not disposed to sell at present prices. Dried Apples, Sliced State, ₱ lb., 10c.@10¾c.; Peaches, New State, ₱ lb., 35c.@36c.; Peaches, Unpeeled, 23c.@25c.; Peaches, Western, Peeled, 29c.@30c.

GRAIN—Wheat has been in more request, and has advanced 1c.@2c. ₱ bushel, closing buoyantly. Sales, 114,000 bushels, including White Western at $2 28; Amber Michigan at $2 15@$2 18; Red Western (Winter) at $2 05@$2 10; Amber Wisconsin at $1 57@$1 60; Chicago Spring and Milwaukee Club at $1 54@$1 58 ₱ bushel. Corn has been in active demand at advanced prices. Sales, 137,000 bushels, at 94c. for unsound, and 95½c.@97c. for sound mixed Western, ₱ bushel. Barley and Barley Malt continue dull and nominal. Western Oats have been in fair request at 63c.@64c., and State 58c.@60c. ₱ bushel. Rye continues in demand and firm; sales, 6,300 bushels Western at 98c. ₱ bushel. The market for Beans continues firm, although there is not much inquiry. Our quotations are about what could be obtained for sound lots. New Marrows, $1 80@$1 90; New Kidneys, $1 80@$1 90; New Mediums, $1 40@$1 50; Mixed Lots, $1 10@$1 25; Peas, Canada, $1 35@$1 40 ₱ bushel. The movements in Breadstuffs in Milwaukee, week ending with Aug. 22, Messrs. JONES & Co. notice thus: "Flour continues in small supply, and is very firm. Freights to New-York, by propeller and rail, $1 ₱ bbl. To Boston and Portland, by propeller and rail, $1@$1 10. To Buffalo, by propeller, 45c. Receipts for week, 6,584 bbls. Shipments for week, 7,764 bbls. The Wheat market during the past week has been considerably excited by large purchases on speculation and for shipment, and by the advance in Liverpool, and prices have improved about 11 cents ₱ bushel. The transactions have been chiefly in No. 1, the stock of No. 2 being very small. The latter has, however, been in good demand for Eastern millers, and has been taken as fast as offered. There have been a good many sales of No. 1 for September delivery at $1 22@$1 30, closing with buyers at $1 28⅛. The weather during most of the week has been very favorable for harvesting, and we learn that the greater part of the crop in this State has been secured, though in some sections the harvest will not be completed for a week yet. In Minnesota the harvest is not far enough advanced to be beyond danger from unfavorable weather, but to this time the reports from there are very satisfactory. In fact we hear very favorable accounts from all of the country that supplies this port, and are confirmed in the opinion already expressed that the crop will be of excellent quality, and fully up to an average of former years as to yield. Only a few carloads of new wheat have as yet arrived, but by next week enough will probably have come in to judge of the quality. The stock of Wheat in store was reported yesterday as 278,709 bushels. Lake freights have advanced 2c. ₱ bushel, closing firm at 3½c. on Wheat to Buffalo, and 12c.@12½c. to Oswego. We quote: No. 1 Spring Wheat, in store, subject to 2c. ₱ bushel storage, at $1 34@$1 35; No. 2 at $1 28@$1 28½; No. 1 Spring, at to-day's rates, could be laid down, at New-York, at about $1 62, exclusive of interest and commission. Receipts of Wheat for the past week, 205,163 bushels, against 71,362 bushels for same time last year. Shipments for the week sum up 158,736 bushels, as follows: 63,114 bushels to Buffalo, 57,000 bushels to Oswego, 9,000 bushels to Ogdensburgh, 13,032 to Canada, and 16,500 to other ports. The clearances of Wheat since opening of navigation sum up as follows: 1,465,858 bushels to Buffalo, 591,793 bushels to Oswego, 186,826 bushels to Ogdensburgh, 1,405,251 bushels to Canada, and 87,625 bushels to other ports. Total 3,862,506 bushels, against 7,087,000 bushels during same time last year. Oats continue nominal in absence of stock. Receipts for week, 7,764 bushels."

Prices of Breadstuffs in New-York.

	Dec. 31, 1864.	Aug. 25, 1865.
Price of gold	226	143¾

Superfine Flour, ₱ bbl	$8 60@ 9 90	$6 90@ 7 00
Extra State Flour, ₱ bbl	10 00@10 40	7 85@ 8 30
Extra Western Flour, ₱ bbl	10 10@15 00	7 75@14 25
Extra Canada Flour, ₱ bbl	10 90@12 00	8 00@11 25
Southern Flour, ₱ bbl	10 60@15 00	9 45@14 25
Rye Flour, ₱ bbl	8 25@ 9 30	5 50@ 6 15
Corn Meal, ₱ bbl	7 75@ 8 80	4 90@ 5 50
White Wheat, ₱ bushel	2 55@ 2 70	2 15@ 2 35
Red and Amb. Wheat, ₱ bu	2 20@ 2 50	1 84@ 2 18
Corn, ₱ bushel	1 76@ 1 90	94@ 97
Rye, ₱ bushel	1 70@ 1 72	97@ 1 09
Barley, ₱ bushel	1 80@ 2 05	1 00@ 1 30
State Oats, ₱ bushel	1 00@ 1 09½	53@ 64

HAY—Is in fair demand at 70c.@90c. for old, and 60c.@75c. for new, ₱ 100 lbs.

HOPS—Continue in fair demand to-day, at from 15c.@50c. for inferior to fancy one year old, and 40c.@60c. for new, ₱ lb.

HIDES—Have been more sought after, and quoted firmer.

LATHS—Have been in request, and held with much firmness.

LEATHER—Has been in good demand, and advancing.

LIME—Has been in request, and steady in price.

MOLASSES—Has been more inquired for, and held very firmly.

NAVAL STORES—Continue quiet, including Spirits Turpentine, within a range of from $1 25@$1 28 ₱ gallon; Crude Turpentine at $7 25@$7 50 ₱ 380 lbs., and Resin at $6 25@$17 50 ₱ 200 lbs.

OILS—Have been in fair demand at rising prices, including Crude Whale at $1 50@$1 55; Bleached do. at $1 60@$1 65; Crude Sperm at $2 25@$2 30; Unbleached do. at $2 35@$2 45; Lard Oil at $2@$2 10; Linseed at $1 35; Red Oil at $1@$1 10; Grease Oil at $1 35@$1 45 ₱ gallon.

PETROLEUM—Is in moderate demand, at 31c.@31½c. for Crude; 53c.@54c. for Refined, in bond; 69c.@71c. for do., free, ₱ gallon.

POTATOES, &c.—The receipts of Potatoes are again larger, and prices are lower. Sweet are in good demand, and lower. We quote: New Potatoes—Mercers, $2@$2 75; Jackson Whites, $1 50@$1 75; Buckeyes, $1 50@$1 75; Dyckman, $1 50@$1 75; Sweet Potatoes, $5@$6 ₱ bbl; Onions, Red, ₱ bbl., $1 75@$2 25; Cabbages, New, ₱ 100, $3@$6; Turnips, New, White, ₱ bbl., 50c.@$1; Turnips, Russia, New, ₱ bbl., 50c.@$1; Cucumbers, ₱ bbl., 50c@$1; Tomatoes, New-Jersey, ₱ basket,

The New-York Times.

NEW-YORK, SATURDAY, AUGUST 26, 1865.

THE NEW-YORK TIMES.

The price of the TIMES (Daily) is Four Cents.
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To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Amusements this Evening.

BARNUM'S MUSEUM—(Winter Garden)—MAMMOTH FAT WOMEN, NOVA SCOTIA GIANT GIRL, THE CIRCASSIAN FAMILY, W. B. HARRISON, THE COMIC EXTEMPORANEOUS SINGER. Afternoon at 3, Evening at 7¾—MONSIEUR DUCHALUMEAU.

WALLACK'S—THE COLLEEN BAWN—HANDY ANDY.

NIBLO'S GARDEN—ARRAH NA POGUE.

BLITZ'S NEW HALL, No. 720 Broadway—MAGIC AND VENTRILOQUISM.

BELVIDERE LION PARK—Afternoon and Evening—GRAND CONCERTS.

NEWS OF THE DAY.

GENERAL NEWS.

The examination of Dr. BATES was resumed before the Wirz Military Commission yesterday morning. It was with reference to the condition of the prisoners at Andersonville. According to his narration the scurvy was next to rottenness, with which many of the men suffered. Many starved to death because of the paucity and unwholesomeness of the rations, and in consequence of gangrene there were frequent amputations and reamputations of limbs. Dr. A. W. BARROWS testified to having been sent as a prisoner to Andersonville, detailed as a surgeon in that prison there, but after being there about six months, escaped. He gave an interesting account of how Union prisoners, who had attempted to make their escape, were punished with the stocks or chain-gang. He testified as to the insufficiency and unwholesome character of the ration and the absence of medical supplies, and gave a sickening account of the cruelties to the prisoners. Bloodhounds were actually employed to capture escaped prisoners. Among other things, he said that the men were vaccinated with impure matter, from the effects of which many died. When the prisoners were being removed from Andersonville, one of the Union prisoners fell back, when WIRZ knocked him down and jumped on him.

The steamship *Brother Jonathan* was wrecked on the 31st of July while on her voyage from San Francisco to Portland and Victoria. We have very brief particulars, such as we hope may be materially modified by further intelligence. The vessel had 109 registered passengers, and a crew of 54. It is stated that of these only 16 were saved, but there is hope that many more have been rescued. The disaster happened by running upon a sunken rock, and the ship sunk in about an hour. The place was about six miles from Crescent City, the northernmost town in California, and near the Oregon line. The rock was four miles from the coast. The news of this disaster should have reached us long since by telegraph, but the overland line has been out of order for several weeks. Among the passengers on the *Brother Jonathan* were Gen. WRIGHT and family, of the United States Army. It is said that the boat had the engines of the ill-fated steamer *Atlantic*, lost in Long Island Sound in 1848, and that one of the survivors was Capt. DE WOLFE, master of the vessel, who [was one of less than half a dozen who escaped from the *Lexington*, burned off Bridgeport, Long Island Sound, in February, 1840.

The Richmond *Republic* announces as about to appear, Circular No. 1 of Gen. O. O. HOWARD, Commissioner of the Bureau of Refugees, Freedmen and Abandoned Lands, which sets apart for the use of loyal refugees and freedmen certain tracts or parcels of land and other property within the State of Virginia, to which the United States have acquired title by confiscation. These lands, embracing thousands of acres, lie in the Counties of Loudon, Fairfax, Elizabeth City, Prince William, Warwick, York, Norfolk, and the Cities of Norfolk and Portsmouth; and the *Republic* says it will be the first of an extensive series of similar publications.

The first bale of the new crop of cotton from Texas, was received in New-Orleans on Wednesday the 16th inst., by the steamer *N. P. Banks*, from Galveston. This bale is from the plantation of Mr. H. J. B. CASH, Brazoria County, Texas, and was shipped by Mr. A. SESSUMS, commission merchant, Houston, consigned to Messrs. HARLOW J. PHELPS & Co., of New-Orleans. It classed Good Middling to Middling Fair, and sold at 51½ cents per pound.

We learn by Fortress Monroe dispatches that the naval commanders in that department are making great efforts to hunt up the propeller *Effort*, a supposed derelict for reasons unstated. If we are rightly informed, the *Effort* is now lying moored at a pier in Jersey City. Suppose the lynx-eyed searchers look there for her, if they can make the effort.

The New-Orleans *Picayune*, of Aug. 16, says: "Yesterday was one of larger operations in cotton than any day since the war broke out. Four thousand bales changed hands at an average of 42 cents for middling. Regarding the amount in dollars and cents, these sales are equal to the largest operations in the old days of our prosperity."

The Ohio Democratic Convention yesterday nominated Gen. GEORGE W. MORGAN for Governor, and others, to make a full ticket. Their resolutions begin with the resolutions of '98 and end with to-day; they are more than conservative, in fact, antediluvian. Gen. MORGAN, Hon. C. L. VALLANDIGHAM and Hon. GEO. E. PUGH made speeches.

Mr. JAMES M. HILDRETH, of Southampton, N. Y., died of lockjaw on Monday last, aged 63 years. While crossing his cow-yard, about a week since, he ran a fish-bone into his foot, but being a slight wound thought no more about it. In a few days the spot began to fester, when the lockjaw set in, terminating his life on Monday.

The Mississippi State Convention has adjourned *sine die*. They did a good work, and wasted very little time. They adopted the Free State clause to the constitution, repealed the secession ordinance and all laws inconsistent with those of the Union, provided for an election, and nominated Judge E. S. FISHER for Governor.

The Postmaster-General has just concluded a contract with the Raleigh and Gaston Railroad Company, for the daily conveyance of the mails between Weldon and Raleigh. This reestablishes continuous postal communication between the Northern States and the Capital of North Carolina.

The Franklin County, Penn., Grand Jury has found true bills against the rebel Gen. MCCAUSLAND, Maj. GILMOR and Capt. SMITH, for murder, arson, &c., and Gov. CURTIN has issued requisitions for them upon the Governors of Virginia and West Virginia.

Private telegrams from Mr. BOWLES state that Speaker COLFAX and his friends left Portland, Oregon, for Victoria and Olympia, Washington Territroy, July 24. The party were all well, and in excellent spirits, and would return to San Francisco by sea.

Hon. ORLANDO KELLOGG, member of Congress from the Sixteenth District in this State, died on Thursday at Elizabethtown, Essex County. We presume a special election will be ordered to fill the vacancy in the Congressional delegation.

It is reported that Col. A. D. STREIGHT, whose escape from Libby Prison gave him a great reputation, is about to become the editor of the Indianapolis *Sentinel*, the State organ of the Democrats of Indiana.

The *Ocean Queen*, from Aspinwall, arrived yesterday morning, bringing the mails and nearly a million in gold.

JOHN E. JENKINS, Republican, was elected Mayor of New-Brunswick, N. J., yesterday, by 11 majority.

MOSES THOMAS, a well-known citizen of Philadelphia, died yesterday morning. He was old.

LOCAL NEWS.

Yesterday afternoon an appalling conflagration occurred at No. 14 John-street, and Mrs. CATHARINE CLEEVES was literally roasted alive therein. Mr. JOHN FILLO, a furrier, who occupied the fourth story, inhaled flame and was mortally burned. Six young women who were employed on the fourth floor, narrowly escaped with their lives. The body of Mrs. CLEEVES was taken to the Beekman-street Police-station, and late in the evening her husband appeared and identified the body by the rings on the fingers.

Coroner COLLIN held an inquest, yesterday, at the Twenty-ninth-street Police-station, over the body of an infant that was found by Patrolman BROWN, at about 1 o'clock yesterday morning, at the intersection of Broadway and Twenty-fifth-street. The umbilical cord had been cut about six inches from the body, both arms had been broken, and there was a fracture of the skull indicating that the infant had been thrown from a high window.

CORNELIUS HORRIGAN, of No. 384 Madison-street, died, yesterday afternoon, having fallen from the rigging of a vessel lying at the foot of East Seventh-street. An inquest is to be held to-day.

On Thursday night Mrs. ANN SUTHAN, of No. 124 East Thirty-sixth-street, a lady of 86 years of age, accidentally fell into the dock at the foot of East Thirty-sixth-street, and was drowned.

The arrivals of immigrants at this port this week number 5,269.

Breadstuffs were more active and dearer yesterday. Provisions were in fair demand, without any remarkable changes in prices. Cotton, Whisky, Groceries, Hides, Leather and Tallow were more freely dealt in, and were buoyant. Freights were dull. Other branches of trade exhibited no important changes.

The customs revenue of the port, during the week ending last evening, was quite liberal, having amounted to $3,041,500 in coin, equal to a yearly aggregate of $159,168,000, as against an annual coin interest charge on the national debt of $64,521,857, which the income from customs duties is expressly pledged to meet.

There was another active time in railway speculation yesterday; prices generally higher than on Thursday. Gold 143½. Money easy. Government stocks steady.

The receipts of cotton at the port this week reached a daily average of 3,576 bales.

The Algonquin Contest.

We publish this morning a reply from Mr. P. S. FORBES to the letter of Mr. ISHERWOOD, published in the TIMES of yesterday. It needs no comment. It seems to us a complete and crushing refutation of the vulgar assertions by which Mr. ISHERWOOD endeavored to asperse the character of Mr. FORBES. In view of his official position and access to documentary evidence on the subject, it is difficult to believe that Mr. ISHERWOOD could have been ignorant of the falsity of some of his statements. He asserted, for example, that Mr. FORBES, "as soon as he obtained the contract, transferred it to Mr. GARDNER, (whom he calls his agent,) of the Providence Steam Engine Works, who took *it with all its conditions and assumed all its guarantees*," and that consequently, "Mr. FORBES never had any pecuniary interest in it;" while it appears from the statements of both Mr. FORBES and Mr. GARDNER, as well as from the records of the Navy Department itself, that not one word of this is true; and the same flagrant hardihood of assertion characterizes everything that Mr. ISHERWOOD says of Mr. FORBES.

Mr. FORBES is known to the public as a wealthy, public-spirited, high-toned citizen,—of great intelligence and experience, and specially interested in the development of steam navigation and the perfection of our steam navy. His confidence in the peculiar engines which he seeks to introduce grows out of his practical experience of them in several steamers built for him by Mr. DICKERSON, and used in the China trade, with which he is very largely connected, and in which he asserts they have proved far superior to any others ever used:—and from his desire to have them tried in our navy, he was led to take the contract for building the *Algonquin* and *Idaho*, and to make himself responsible, in very heavy sums, for the superiority of their engines over all others hitherto used in our naval service. He demands, what he is entitled to, a *fair trial of his vessel*, according to the spirit and intent of the contract. And he declares his belief that the Navy Department, under the supervision of Mr. ISHERWOOD, does not intend to give him such a trial,—but means so to fix the conditions of the pretended test as to insure the *failure* of his engines, without regard to their real merits.

No more serious charge could possibly be brought against the department; but the proceedings thus far taken go far to sustain it, and the whole tone and temper of Mr. ISHERWOOD's letter indicate such a degree of personal hostility toward Mr. FORBES, and such a general laxity of principle and of self-respect, as prove him by no means incapable of such a purpose.

Mr. FORBES protests against the proposed trial at the dock, with his paddle wheels removed and others substituted, and his engines altered, at the discretion of Mr. ISHERWOOD, as utterly unjust and unfair. The public will indorse his protest. They will not regard the trial as proving anything but the hostility of the Navy Department to Mr. FORBES, and its disposition to insure the failure of his engines. Why should the Secretary of the Navy subject himself, and the department over which he presides, to so serious and damaging an imputation? Why not follow the English custom in such trials,—tie the vessels together, stern to stern, and see which, with the same coal, will pull the other? That would be a decisive test of the comparative power of their engines,—one, too, open to the observation and judgment of the public. Almost any trial, indeed, would be far better than the one proposed, in which Mr. ISHERWOOD's ingenuity seems to have exhausted itself in proceedings calculated to destroy all confidence in its fairness as a test.

A PHILOSOPHER IN A FOG.—Our evening cotemporary, referred to in yesterday's TIMES, displays more zeal than sense in his elaborately statistical effort to solve the problem of the relative values of the various issues of government stocks. It is incomprehensible to him why purchasers "should be willing to buy Seven-Thirties," rather than Five-Twenties, at current market prices. He seems to regard a Five-Twenty bond at $104, or a premium of four dollars on what really represents an indebtedness of only $100, as being nearly two per cent. cheaper than a $100 Seven-Thirty note at a discount of one-half of one per cent., the said Seven-thirty note having attached to it the privilege of conversion, three years from date of issue, into a $100 Five-Twenty bond. In other words, he thinks it would be an economical operation to pay for a $100 Five-Twenty bond $104, rather than $99 50.

Any one who buys a Seven-Thirty note buys also the reserved right of converting it on maturity into a Five-Twenty bond. The Seven-Thirty note is, therefore, for investment purposes, practically the representative of a Five-Twenty bond. Hence the Seven-Thirty note is generally considered a much better purchase than a Five-Twenty bond, at prevailing rates. And hence it is as generally deemed most advisable to sell out Five-Twenties and convert the proceeds into Seven-Thirties, at the going figures.

Statistical generalizations obviously stupify our cotemporary, and are repulsive to his readers.

The Grip of the Government Upon the Rebellion.

It is an immense practical advantage to the government that the final surrender of the rebellion was unconditional. Had the counsels of those who, during the war, were constantly pressing peace negotiations upon the government prevailed, and had the Jeff. Davis *régime* accepted such terms as might have been offered under that policy, the government would not have been, as it now is, master of the situation. The very fact of buying a peace by concessions—whether those concessions were little or great—would have compromised the sovereignty of the government, and have impaired some of the most essential principles of its existence. It would not simply have left undetermined the great issue of the war—Constitutional supremacy *versus* State independence—but would have been a recognition that it was undeterminable, and that the only practicable method of dealing with it was for each side to yield, to a greater or less extent, as might be agreed upon. This would have entailed endless controversies and dissensions, and all manner of trouble, upon coming generations.

What more directly concerns us, a treaty of peace with the rebellion, would have left the government still exposed to the malignity of its enemies. The terms given the rebellion, at the very least, would have embraced an engagement that the Southern States should *at once* be restored to all their constitutional rights and privileges, consistent with the Emancipation Proclamation. This must include the right to send Senators and Representatives to Washington. The Jeff. Davis Government, as one of the high contracting parties, of course could not put its hand to any agreement excluding its own past supporters from the right to be thus elected. Congress would have been obliged to accept any who were regularly chosen, contenting itself with simply imposing upon them the oath prescribed by the constitution. TOOMBS, BENJAMIN, JEFF. DAVIS himself might have been sent back to the Senate, and the Senate could not have shut them out without subjecting the government to a charge of bad faith. Under any agreement that the government could possibly have made with JEFF. DAVIS, he would have had the power of inaugurating the reunion with a retransfer of his political principles to Washington; and the only advantage the government would have gained would have been a change of the fight from the field to the forum. With heavy delegations in Congress, bound to his doctrines and sharing in his spirit; with every State Government of the South compactly organized in his favor. and with the support of the larger part, if not all, of the Copperhead party of the North, he would still have retained a vast power of mischief.

Had the rebellion been induced to throw down its arms by negotiations, it would have engaged itself to loyalty, and rehabilitation would have immediately followed *on that promise*. The engagement might or might not have been carried out by the South in good faith. If it had not been, the government would no longer be in a situation to shield itself. The representatives of the rebel spirit would be installed in their seats in Washington, and State Governments, inspired with the same animus, would be in full operation; and there would have been no power to displace either the former or the latter, so long as they did not directly involve themselves in violent resistance to the national authorities. As it now is, rehabilitation does not depend on a promise of loyalty, but *on the fulfillment of that promise*. The people of the insurrectionary States have now, for the most part, taken the oath of allegiance. But that does not secure to them their old *status* in the Union. They must next make that oath good by appropriate action—such action as will render it clear to the President, to Congress, and to the world, that they have verily repented of their rebellion, and have become loyal citizens, good and true. This will be tested unerringly by their elections this Fall, and by the doings of their constitutional conventions. The Southern people have no claim, or little, of any kind or character, to a voice in the national counsels, and to the reënjoyment of self-government in their municipal and State relations, until they have first proved themselves worthy of such powers. Their constitutional rights will remain in abeyance, and military rule will continue to restrain them, just so long as the President and Congress remain unsatisfied of their genuine conversion from their late treason. All the facilities which the government has so promptly accorded them, for making their way back to their old position in the Union, have been purely experimental. They in no wise bar the judgment, or bind the hands, of the government. It lies entirely with the government to determine whether it will accept the results or not. If it does not see fit to accept them, if in its estimation, the opportunities which have been granted have not been used in a loyal spirit for loyal ends, it may, without the slightest infringement of good faith, treat all the elections of the South as nullities, just as it did the late election in Richmond; may dissolve the constitutional conventions and all the bodies created by those elections, and may continue the military rule until, in some more auspicious time, new opportunities shall be afforded, and shall be faithfully responded to by the Southern people. This does not depend upon any arbitrary will of the government. There is no alternative. The government, by its oath to "preserve, protect and defend the constitution," is bound to take care that the late rebellious people of the South do not again exercise the powers conferred by that constitution until purged of their hostility to it. The determination of the government to discharge that duty is fixed; and equally fixed is the determination of the loyal people of the land to stand by the government in this work.

We adjure the Southern people to look this fact square in the face. They cannot recover their constitutional powers without first giving a substantial, unmistakable earnest that they will use those powers with absolute fidelity to the Union, and in conformity with the logical consequences and practical results of the war. It is the government that is to be the judge of the character of their action and spirit; and their restoration to civil rights depends exclusively on that judgment. Let them govern themselves accordingly. It will be the height of infatuation in them to be contumacious or factious. Their surrender was unconditional, and the government has a grip upon them which will never be relaxed until they do their duty.

The Mexican Question—Time the Grand Element in its Solution.

Those hot-headed and hair-brained men who, if they had their way, would ere now have plunged our country into a gigantic war in behalf of Mexico, have no comprehension of the scope of statesmanship or the significance of history.

They would carry their wild passions into international discussions, and would solve the points in dispute between first-class Powers after the fashion of a street scuffle. If their doctrine is a "word and a blow," they would deliver the blow before the word. They cannot see beyond the present moment, nor imagine but one mode or exit from a present emergency. Probable consequences they never consider. The dignified self-possession and considerate movements becoming to a great Power they treat merely as cowardice. Their theory of national action is like the theory of war held by some of our early Generals, that it consists solely in *charging*, fierce and fast, upon whatever stands in opposition.

They forget the nations are destined for a long existence; that ours, especially, as we believe, will last through the ages, and that we shall have an abundance of time to accomplish all our work.

It is not necessary that we should rush headlong to rectify every real or fancied wrong in the world. Had we been fated to this, and had our time been limited to the brief space of a single human life, there would be occasion for the utmost haste and heat. We should not only have to keep our armor always ready, but to wear it continually; not only have to keep our swords sharpened, but to use them ceaselessly. We could only breathe from the fray to gather strength for the next onset.

This nation has the Present and the Future in which to achieve its work and its destiny. The individual man has no assured future, but the people have. We, as a nation, have but come on to the stage of time, and surely, during our term, we have had our labors, both of peace and war. We are growing greater and stronger; and, with added powers, come new duties; but we would do well to wait for the powers before attempting the duties.

Take, for illustration, this Mexican question. Why be in such hot haste for the expulsion of MAXIMILIAN? Why, at this time, go to war about him? Will the few years, more less, of his residence in Mexico, make any difference in the fortunes of that unhappy country? Is there any danger of his standing in *our* way? We are thirty millions strong. Presently we shall be fifty; and those now live who will see the American republic number a hundred millions. In presence of such a gigantic Power, what will be poor Mexico, with its eight or ten millions of mongrel inhabitants? What usurper will dare sit on its throne then, in opposition to our interests? What European Power or Powers will then dare to confront us, by retaining its hireling troops on our frontier? We do not say that the foreign usurper should be permitted to remain in Mexico till we are a hundred millions strong, and he is blighted by the very shadow of our power; but even were he to do so, his dominion would be brief as compared with the existence we may anticipitate for the great republic. If we ourselves offend Heaven and are shattered, it will make little odds who rules in Mexico.

Those who would drive MAXIMILIAN out now might possibly be successful, if it were tried, at a cost of hundreds of thousands of lives and thousands of millions of treasure; but if the same end can in due time be accomplished without wasting rivers of blood, why is not the statesmanship that would so accomplish it wiser than the hot-headed propagandism which would hastily adopt the opposite course, and which, if successful in its immediate object, would only have precipitated us into new and unfathomable difficulties?

The Opera and the Press.

We respectfully decline the invitation of several correspondents to take part in the controversy which Mr. MAX MARETZEK has sought to open with the *Herald*. We cannot join in his assault, partly because we know nothing, except from his statement, of the facts of the case, and partly because we do not deem it, in any event, any of our business. If he has submitted, as he says he has, for a series of years, to "exactions from the *Herald* establishment, amounting to $20,000 per annum," we do not know that he has anybody to blame for it but himself. And, however praiseworthy may be his attempt, even at this late day, to break loose from the alleged control which the *Herald* has hitherto exercised over his management, we cannot see that the prospect of *saving* $20,000 per annum gives him any special claim on public sympathy.

But there is one thing further which, in justice to the press, we feel bound to say:—these complaints of newspaper exactions, on the part of Managers, have very seldom any foundation. Our experience inclines us to believe that Managers are far more apt to *insist* upon what they style "courtesy to the press," than Editors of newspapers are to solicit or demand them. Every journal is liable to be misrepresented and damaged by the fictitious claims of adventurers who have none but a subordinate connection, and perhaps none at all, with them; but for this evil Managers, like all other business men, have a prompt remedy in an appeal to the person responsible for the conduct of the journal involved. Leading newspapers in this city are by no means dependent upon the charity or the courtesy of anybody, and their Editors are the last persons in the world likely to demand or solicit either. And whatever may be in other respects the merits or defects of its management, the *Herald* is too notorious for a lavish expenditure of money, to render probable these statements of its exactions. Managers and artists, both operatic and theatrical, especially foreigners, have been educated in the belief that the favor of the *Herald* was indispensable to their success, if not to their existence; and this has led to frequent concessions and prostrations on their part, much more creditable to their thirst for dollars than to their self-respect. It is scarcely fair for them, when they come to their senses on this subject, to hold the papers responsible for their own ignorance and folly.

Mr. MARETZEK is about to open another opera season. He has a claim upon the press and the public for fair and considerate treatment, and we doubt not he will receive it. But we advise him not to expend any of the energies required in his management of the opera upon newspaper controversies; and we venture still further to suggest—what ought not to be necessary,—that, if he does find such controversies unavoidable, he do not drag ladies into them, whatever may be their relation to the parties concerned.

THE ARROW EXPLOSION.—While Coroner LYNCH is busily engaged in the details of the *Arrow* explosion, the owners of the boat are quietly making money by running her as a ferry-boat between Nyack and Tarrytown. With a criminal disregard of public sentiment, and utterly careless of the safety of those unfortunates who are compelled to cross the river at that point, they have not attempted to repair her. In answer to a question as to how the boat was run at all, one of the employes said, "Oh, we don't put much steam on." It is possible that it may be somebody's business to investigate this affair further.

A GENERAL DIFFICULTY.—The search for a General to head the Democratic State ticket in this State, this Fall, is still unintermittingly pursued by the Democratic Regency at Albany. Directions have been sent out to the faithful in every portion of the State, to hunt up, run down, and, if possible, capture some military celebrity upon whom Messrs. RICHMOND and CAGGER may bestow the questionable honor of a nomination for Secretary of State. Thus far, the search remains fruitless, but there is no telling what the well-known energy of the Democratic managers may yet bring forth.

A CONSISTENT CENSOR.—A morning cotemporary carefully notes the commendable action of the Stock Boards relative to the so-called Evening Exchange, and eloquently exposes the pernicious influence of this demoralizing concern; but in the same issue our cotemporary gives the strongest countenance to the social evil, by printing its report of transactions in stocks, practically disavowed by every reputable broker in the city.

HOPEFUL.—It is announced that the Gold Room chaps have resolved to expel any of their associates who shall visit the so-called Evening Exchange. Another and a final step remains to be taken to reinstate themselves in popular esteem. Let them resolve at once to close their own favorite haunt, and this will confer a signal favor on the public.

FROM CANADA.

The Reciprocity Treaty.

QUEBEC, Friday, Aug. 25.

In the Canadian Parliament, last night, the Opposition offered the following resolution, which, after a fierce debate of six hours, the Ministerial party voted down by 20 ayes to 78 nays:

Resolved, That the renewal of the Reciprocity treaty with the United States is regarded by the people of this province as an object of the utmost importance; and to secure that object, as well as to augment the trade and advance the prosperity of the province, it is expedient that the work of enlarging the Welland and St. Lawrence canals should not be postponed, but should be pressed in preference to any other work involving any considerable expense to the country.

The Ministry declared this involved a vote of confidence, and, with their creatures, voted it down. When they ask for a renewal of the treaty point them to this vote.

Collision in the Chesapeake.

BALTIMORE, Friday, Aug. 25.

Last night about midnight the steamer *George Leary*, Capt. BLAKEMAN, from Baltimore for Norfolk, with 100 passengers and a heavy freight, came in collision off Cove Point with the propeller *Sea Gull*, of the new outside sea line from New-York to Baltimore. The *Leary* was cut down to the water's edge, but the shifting of the cargo fortunately lifted the injured part above the water-line, and prevented her from sinking. The passengers and baggage were transferred to the *Sea Gull*, and reached here this afternoon. The *Leary* was towed into the Pawtuxent River. The chief steward of the *Leary* was lost overboard, and the chambermaid and deck-hand were badly injured, the latter, it is thought, fatally.

Terrible Railroad Accident.

NASHVILLE, Friday, Aug. 25.

A terrible accident occurred on the Tennessee and Alabama Railroad to-day. A passenger train which left here for Huntsville, Ala., this morning, ran off a long tressle-work near Reynold's Station. The entire train was thrown off and ten or twelve persons killed and about twenty injured. An express messenger named MOSBEY and a Mr. HAZLETON, were killed. No further particulars yet received.

ANOTHER FIREMEN'S RIOT.

A Fireman Seriously Wounded—The Mob Fly Before the Police.

At about 7 o'clock last evening an alarm which was sounded for the Fifth Fire District, brought out Fire Engine Company No. 4 and Hook and Ladder Company No. 5, and the two, while running down Second-avenue, came into collision near Seventh-street, and a fierce and brutal fight at once ensued. Clubs, brickbats, trumpets, and wrenches were flung about without regard to consequences, and many persons are supposed to have been severely injured. One fireman—a member of Fire Engine Company No. 4—is known to have been seriously wounded and taken home by his fellows; but as the rioters fled on the appearance of a section of Capt. MOUNT's policemen, we were unable to obtain any names. The fire alarm was occasioned by the burning of a chimney at No. 101 Walker-street.

THE KINGS COUNTY SUPERINTENDENTS OF THE POOR.—The committee of the Supervisors to examine into certain charges against some of the members of the Board of Superintendents of the Poor, for awarding contracts to the highest instead of the lowest bidders, met yesterday afternoon. Superintendent BENNET was the only witness examined, and his testimony went to show that after the bids were opened they were tampered with. After Mr. BENNET's evidence the committee adjourned.

CONTRIBUTIONS FOR THE FAMILY OF POLICEMAN WALKER.—In addition to the contributions already announced, the following have been received at the Treasurer's office, Police Headquarters: JOHN WILSON, $10; HENRY W. SMITH, $10; S. FRENCH, $5; An Adopted Citizen, $2.

BURGLARS AT A BANK.—At about 3 o'clock yesterday morning a gang of burglars made an attempt to force the shutters of a window in the Sixpenny Savings Bank building, in Astor-place, and they had nearly succeeded when Patrolman WIMBOLD, of the Fifteenth Police Precinct, surprised them.

ANOTHER FATAL RAILROAD ACCIDENT.—At about 6 o'clock last evening Mr. HENRY G. WHEATON was run over and instantly killed by a train on the Harlem Railroad, at the Seventy-eighth-street crossing. Mr. WHEATON's place of residence has not been ascertained.

PERSONAL.—Secretary STANTON arrived in this city on Thursday evening from Washington, and at once embarked on a government steamboat for West Point, where he is to spend several days for the benefit of his health.

AGED WOMAN DROWNED.—On Thursday night Mrs. ANN SUTHAN, of No. 124 East Thirty-sixth-street, accidentally fell into the dock at the foot of East Thirty-sixth-street, and was drowned. She was 86 years of age.

MR. WEED'S REPLY TO MR. GREELEY.

NEW-YORK, Thursday, Aug. 24, 1865.

To the Editor of the New-York Times:

Mr. GREELEY concludes in this morning's *Tribune* the reply to my letter, which he commenced on Tuesday. He is silent upon the first point in his original assault. The falsehood of that charge, therefore, is virtually admitted. He backs out of that, probably, rather than "face the music" of the Albany *Evening Journal*, Buffalo *Commercial Advertiser*, and other Union journals. In support of his charge that I defeated Gen. WADSWORTH, Mr. GREELEY says:

"If Mr. WEED has any 'friends' in this city, I have always supposed Messrs. A. OAKEY HALL, (District-Attorney,) JAMES E. COULTER, and A. D. BARBER (then Harbor Master) were such. Mr. OAKEY HALL openly renounced the Republican party in that canvass, on the assumption (fully sustained by Mr. WEED's daily assertions) that it had been perverted and abolitionized, supported SEYMOUR & Co., and has ever since acted with the Democratic party; Mr. BARBER was zealously, efficiently busy throughout the canvass in getting Republicans to vote for SEYMOUR and against ROSCOE CONKLING for Congress; while Mr. COULTER (unless I am grievously misinformed) worked openly for SEYMOUR all election day at the poll of his ward, and was expelled therefor from the Union Association of that ward. Mr. JOHN A. KENNEDY, (Superintendent of Police,) ROBERT MURRAY, (U. S. Marshal here,) and JOHN BUTLER, Jr., (an associate in city railroads,) were certainly known as zealous personal and political friends of Mr. WEED; and I was informed that neither of them voted for Gen. WADSWORTH."

Mr. A. OAKEY HALL, always my personal, and until months before the nomination of Gen. WADSWORTH, he joined the Democratic party, my political friend, will answer for himself. He chose, for his own reasons, to leave us, but he did so openly, and is still acting with the Democratic party. Messrs. COULTER, BARBER, KENNEDY, MURRAY and BUTLER, certainly are my personal and political friends. If these gentlemen voted for Gov. SEYMOUR, even though without my knowledge, the presumptive evidence against me would be strong—so strong, indeed, that I should "give it up." Fortunately, they are of age, and can answer for themselves, as I am quite sure they will.

In the meantime, I take occasion to repeat, with all the solemnity and all the responsibility that language can impart to the declaration, that I voted for Gen. WADSWORTH, and supported him in good faith, and with such effect, during the last ten days of the canvass, that, had it been possible, the imbecility and squanderings of the Greeley Committee would have been retrieved and the election saved.

I gave the reasons for Gen. WADSWORTH's defeat in my letter of Monday. Mr. GREELEY neither denies their truth nor attempts to weaken their force.

But, while Mr. GREELEY virtually admits the falsehood of the two "odd" accusations against me, he makes fresh and equally false charges. After half a column of mystification, he says:

"And, now that we had triumphed on this cardinal principle, Mr. THURLOW WEED, a professed Republican, swelled by his voice the vehement, vociferous demand of all the Fusionists of the North and the 'Conservatives' of the South, that we should belie our professions, betray our vital principle, by consenting to and coöperating in the extension of slavery."

This is contradicted by every word I have spoken, every sentence I have written, every thought of my mind, and every sympathy of my nature. To the encroachments and extension of slavery I have been ever and inflexibly opposed—never yielding an acre or "compromising" a hair. Equally and unflinchingly earnest have I been in maintaining that rebellion would annihilate slavery; that so great a crime demanded just that penalty, and that in no other way could the country be compensated for its fearful war.

But I kept, or endeavored to keep, two essential facts before the people: First, that rebellion was certain; and, second, that it required a united North to preserve the government and Union. And here I split with GREELEY, PHILLIPS and SUMNER, who were rampant for abolition, regardless of the Union. PHILLIPS proclaimed himself in favor of "freedom for the slave, or death to the Union;" while GREELEY, as I have proved, invited the Southern States to withdraw from the Union. Gen. WASHINGTON, in his Farewell Address, admonished his countrymen to "frown indignantly upon the first dawning of an attempt to separate the Union;" and Gen. JACKSON threatened to hang CALHOUN and his secession associates for the offence which GREELEY *invited* and *encouraged* them to commit. According, therefore, to GREELEY, WASHINGTON and JACKSON were unsound as statesmen and patriots, for *they* stood by the UNION, while he endeavored to "let it slide."

For the first three years of the war our great and imminent danger was that we should become fatally divided at the North. Ultra Abolitionists in Congress, with Mr. CHASE in the Cabinet, WENDELL PHILLIPS on the stump, aided by the *Tribune*, *Independent*, &c., were uniting and intensifying the South, and almost as effectually dividing the North. Indeed, nothing but "Copperhead" blindness saved us. If the Democratic party had been half loyal in 1863, it would have carried the State elections; and in 1864, if VALLANDIGHAM, SEYMOUR, PENDLETON, &c., &c., had not lacked both patriotism and sense, the Democracy would have triumphed. Providence seems to have confounded the schemes of Abolitionists and Copperheads, carrying us safely through that and other dangers.

"But the Democrats and Mr. WEED were so intent on pushing us into a new compromise—that is, a new recreancy—that it had no chance of a trial."

This, again, is simply untrue. The "compromise" which I favored was the "Border State Proposition"—the proposition of Union-whig members of Congress representing Border States. My purpose in this was, first to narrow the boundaries of rebellion, and next to protect the Union citizens of those States from the terrible ordeal through which they have passed. I said then what I repeat now, that there were better and truer Union men in Eastern Tennessee, Northern Alabama and in North Carolina, than in the North, because it cost property, liberty and even life, to be loyal there. An able correspondent of the *Tribune*, who escaped from a Georgia prison, in his thrilling narrative, says he found in North Carolina and Tennessee, love for, and devotion to, the Union, that filled his heart with joy and gratitude. Let me ask attention to two or three paragraphs on this subject, written then:

From the Evening Journal, Jan. 9, 1861.

We are as little inclined as our friend of the *Mercury* to "purchase forbearance of traitors." To that class neither terms nor offers "have been made." It is that the country may be the better prepared to deal sternly with traitors that we have urged, and do most emphatically urge, that the position of Union men in Southern States should be considered. If our dissenting friends have taken care to read us correctly, they will have found that this journal was neither slow to anticipate the treason of the Gulf States, nor equivocal in its denunciations of traitors. In an early and adequate appreciation of the magnitude of the evil, we suggested a course calculated to place the friends of the Union upon high vantage ground. Apprehending that we should be called upon to "test the strength of this government," we saw what is even more apparent now, that the conflict would tax all its faculties, and strain all its energies. Hence the desire, before the trial came, to make up a record that would challenge the world's approval. This was due, not less to ourselves than to the Union men of the Southern States, who, with equal patriotism and more of sacrifice, were, amid the "pitiless peltings" of the disunion storm, like the dove sent from the ark, seeking a dry spot on which they can set their feet.

It is not that we hope or care for any change of views or course, from Disunionists, that we ask conciliation, but that by uniting and strengthening Union men, we may be the better enabled to resist and punish treason. And is not such union and strength needed? Why, but that the right spirit is not aroused, are traitors allowed to stalk though the national capital? Why, but that the public sensibility is dulled, do traitors come and go with impunity? Why, but that the government is cankered, are not men who openly advise the seizure of fortifications dealt with as traitors? All this results from a failure to adjust differences between those who might and ought to be friends. When Congress is brought to an agreement upon some one of the various pending propo-

itions, the whole question will assume brighter aspects.

In the Border Slave States there are tens of thousands of anxious, devoted Union men, who ask only that we should throw them a plank which promises a chance of safety. In standing by the Union they do and dare much more than is required of us. Maryland has been, and is now, withheld from the whirling vortex of disunion by the firmness and fidelity of its Governor. It Virginia does not plunge in recklessly, it will be from the restraining influences of her Governor. Tennessee implores the North to throw out an anchor to which she can make fast.

Greeleyism, in and out of Congress, was as unreasoning and reckless as slavery. The "Border State proposition" was rejected—ruthlessly and heartlessly rejected—because, instead of devotion to the government and Union, GREELEY, SUMNER, PHILLIPS, CHASE, &c., &c., were forcing an abolition war. Nothing can bear more strongly upon this point than the following letter from Mr. CHASE himself, admitting that he "really sympathized" with the loyal men who were to be thrust out of the Union:

WASHINGTON, Feb. 9, 1861.

DEAR SIR: Thanks for your note and explanation of that vote. It may be useful. There is a greater disposition to compromise than I like to see. But I hope the best. Half a dozen of the Border State gentlemen have been in our room to-night—ETHERIDGE and STOKES, of Tennessee, ADAMS and BRISTOW, of Kentucky, GILMER, of North Carolina, and others. I really sympathize with them, but see no reason why we should sacrifice permanently a large power to help them, for the purpose of gaining temporarily a little one. Yours, cordially,

S. P. CHASE.

I do not quite understand whether Mr. GREELEY admits or denies his "Bull Run" responsibility. He reproduces a paragraph in which, "without wishing to be relieved from any responsibility in urging the advance on Richmond," he says that the precise phrase, "On to Richmond, is not mine." That phrase was reiterated editorially, in flaunting capitals, for several days, so that if Mr. GREELEY did not invent, he adopted it. He then absurdly calls upon me to publish the whole of his letter to Mr. LINCOLN on the subject. I have not possession of the letter, though Mr. GREELEY does not deny that he wrote it. But he affects to deny the truth of my statement that he "confessed that he had done a great wrong." If such a confession is not found in the following paragraph, I am unable to comprehend the simplest forms of expression:

From the Tribune of July 27, 1862.

We have confessed our own terrible mistake in the premises, and are trying to amend it. But there is no time for these dissensions. * * Put all the blame on us that can be laid there for the benefit of the cause, but hush all bickerings, &c., &c.

Assuming that I have not spoken truly in saying that GREELEY "confessed that he had done a great wrong," he proceeds:

"Is THURLOW WEED a man of truth?

III. His assertion that I proposed to stop fighting 'after sixty or ninety days,' is just like the foregoing. What I *did* propose, at no particularly 'dark hour,' was, that we should strengthen our forces in every quarter, call out our uniformed militia to garrison Washington, Baltimore, &c., and make one general, determined advance and effort; and, if the rebels should really prove too strong for us, so that we could make no headway against them, we should frankly 'acknowledge the corn.'"

This paltering is unworthy of a man who claims to be open and frank. My assertion that the *Tribune*, in a dark hour, announced that, if after sixty or ninety days of more hard fighting, the rebellion was not conquered, it would be the duty of the government to accept "the best attainable peace," *was exactly true.* This was precisely what the *Tribune* said, as its files will show. Who then is "a man of truth?"

"Mr. WEED quotes as from GEO. N. SANDERS what I never said to him, and says that C. C. CLAY (whom I never saw, and never addressed save in the letters long since published) sent hither a call for a public meeting to sustain me. I know nothing of this, and it is of no consequence, any more than his deliberate falsehoods with regard to rebel raids and burnings, from the Confederates in Canada, while I was negotiating with them. All I had to say to those persons began and ended within three days, in the middle of July, 1864."

This *is* cool! Mr. GREELEY defends his Confederate friends in Canada from the charge of "raids and burnings." For what purpose but to hatch expeditions for piracy, arson, robbery and assassination, were they in Canada? What criminal arrested for any of these crimes did not come from Canada, and plead a Confederate commission as his defence? Is it not in proof that Mr. GREELEY'S Confederate friends in Canada deposited a large Confederate fund in a Montreal bank? Were not these "raids and burnings" going on before, during and after Mr. GREELEY was fooled into a mock negotiation for peace?

Mr. GREELEY was not the only or the first person on whose credulity the conspirators attempted to practice. They tried several, among whom were CORNELIUS WENDELL and RICHARD SCHELL, but only one gudgeon took their naked hook!

"Mr. WEED is shocked at my privately suggesting to the President, in July, '64, that we should agree to 'offer $400,000,000 to slavery for Peace.' I proposed an offer of that sum *to be rid of* slavery and rebellion evermore—which is not exactly the same thing."

I was indeed shocked at this chicken-hearted, cowardly offer. Before the rebellion, and to arrest it, such an offer would have been seasonable. But after slavery had cost us thousands of millions of dollars, and shed the blood of half a million of our sons, in a causeless, wicked war, to offer such a shameful bonus for peace was craven and shocking—or, if Mr. GREELEY likes his own phrase better—it was "a terrible mistake." Why, emancipation had been proclaimed by the President. Mr. GREEEEY had exultingly announced that slaves were free. Why, then, offer $400,000,000 for nothing?

"And Mr. WEED's public and pungent allusion, not long afterward, to the 'hissing vipers' who had been scotched by WADSWORTH'S defeat, gave me to understand that he had not only contributed to that defeat, but gloried in it. *Can* I be mistaken as to *that* circumstance?"

Yes. You "can" be and are mistaken. The "hissing vipers" to whom I referred infested the *Tribune* office, and through its columns, in every form of detraction and calumny, blurted their venom at me. Passing the "Cataline" and other assaults, I will give a single instance. In October, 1864, I discovered, in season to thwart its worst consequences, (the election of SEYMOUR,) a great scheme of fraudulent soldiers' votes. In the progress of investigation, Col. NORTH was arrested and sent to prison. Long afterward, and before his trial, some of his friends asked me to aid in obtaining his release from imprisonment on parole. When at Washington I called on Col. FOSTER and inquired how strong a case he was making against Col. NORTH. He replied that so far, the case was not strong, but that he delayed the trial to obtain testimony which, as he was assured, would complete the case. I remarked that it was neither just nor wise to refuse Col. NORTH his parole, if the testimony in his case was insufficient to convict. Col. FOSTER replied that this idea had occurred to him, and that as Col. NORTH would without doubt respect his parole, he thought it should be granted. I had just left the Secretary of War ill, at his house, where he could not be seen on business. Col. FOSTER replied that he would immediately submit the question to the Assistant Secretary of War, leaving his office when I left it, for that purpose. I came that night to New-York, and in the morning found myself charged in the *Tribune* with making efforts at Washington to screen from punishment the men who had perpetrated the army election frauds! And this charge was followed by other paragraphs. In the meantime Col. NORTH was held in prison until finally the government was compelled to release him without a trial! The *Tribune*, through one of its ex-editors, then Assistant Secretary of War, kept an innocent man in prison, so that it could abuse me, until the government found that its power and prison had been abused to gratify the personal malignity of DANA and GREELEY:

"He called publicly on the Republicans of Massachusetts to defeat Mr. SUMNER'S return to the Senate—as if the public would not see that the reason for defeating SUMNER held good against WADSWORTH. His undertone was all against us."

Mr. GREELEY'S character for truth cannot stand many such perversions. I appealed to the *Legislature* of Massachusetts to leave SUMNER out of the Senate, but that was weeks *after* our State election.

Mr. GREELEY quotes from the *Evening Journal.* He is at liberty to go further and quote all I ever said. Every word that I wrote on public questions in 1860, '61 and '62, will bear reproduction:

"Be it clearly understood that I do not reproach Mr. WEED for his persistent, unyielding hostility to the emancipation policy. I presume it was honest, and impelled by a patriotic anxiety for the triumph of the national cause."

Now, though I fear that I shall weary the patience of your readers, I am tempted to show precisely how far my "hostility" to the emancipation policy was "persistent and unyielding."

From the Albany Evening Journal.

THE EMANCIPATION PROCLAMATION.—The first day of the year 1863, was signalized by a proclamation from the President of the United States, declaring all slaves within the boundaries of the rebellion, free. This penalty is in no sense too severe for rebellion—a rebellion wholly causeless, which has already cost, in dollars, more than the value of all the slaves in the Union, and in lives, more than were ever sacrificed in the same number of days.

It was for no sympathy with or tenderness for rebel slaveholders that we ventured, early, to submit our views to the President upon this question. We questioned, not the justice, but the wisdom of such action. A proclamation assumes, and ought to carry with it, to the minds of those whom it concerns, the power to make it effective. We feared that the authority of the government had not yet been sufficiently reëstablished, to give moral and physical effect to this high decree. But we hope, ardently, that we were in error, and that the proclamation will prove at once a terror to rebel slaveholders, and a boon to the enslaved.

I wrote this on the receipt of the proclamation. I would not, if I could, change a thought or a word in it now. But what is Mr. GREELEY'S position relative to the PROCLAMATION? He has since proposed to ignore and nullify it, by offering to pay $400,000,000, to and for slavery!

"IV. But Mr. WEED says I am 'ambitious, selfish and false,' and that I aspired to the United States Senate at the hands of the Legislature to be chosen in 1862. Possibly he thinks this latter charge true; but if so, he is grievously mistaken. The *World* alleged, early in that year, that I wanted to be Governor or Senator—I forget which; and I promptly replied that I would accept neither of these positions. There was no moment during the war when I desired or would have accepted any office whatever. And, if there be one person on earth to whom I ever indicated a desire to be a candidate for any office of honor or profit, I release him from all implication of confidence, and beg him to stand forth and state the facts to the public. True, I *was* once a candidate for the Senate before the Legislature of 1861—the canvass and election taking place during my absence from the State—but, if I ever indicated to *one* member of that Legislature a wish that he should support me, I beg him to come forward *now* and say so, to my confusion."

Mr. GREELEY is losing his memory or his senses! This wordy, roundabout denial of aspiring to the Senate, and this sort of general disclaimer of seeking office, is miserable prevarication and duplicity. The whole power and force of the *Tribune* was at work to elect Mr. GREELEY Senator. Mr. DANA was at Albany for that purpose during the canvass. Mr. GREELEY'S brother-in-law raised, or attempted to raise, a fund for his election. Mr. GREELEY himself (though he denies it) was in Albany during the canvass, making the lobby-room of his friends his own headquarters.

Mr. GREELEY challenges the world to show that he ever "indicated a desire to be a candidate for any office of honor or profit." Now, without going abroad in the world for witnesses, I summon HORACE GREELEY to the stand. Did you not, in your letter to Mr. SEWARD, giving notice of a dissolution of the political firm of "SEWARD, WEED and GREELEY," assign as a reason for that dissolution, that Mr. GREELEY, the junior, had not received his share of the offices of honor or profit? Did you not complain and specify that, at different times, the offices of Postmaster of the City of New-York, Governor or Lieut.-Governor of the State, might and ought to have been given to you?

Strangely enough, after his solemn denial of office aspirations, Mr. GREELEY closes his article by asking some district in the State, in need of a candidate, to send him to the next Constitutional Convention. This reminds me that Mr. GREELEY made the same appeal, unsuccessfully, to get elected to the last Constitutional Convention. I remember also to have regretted that he appealed to me—after failing in Chautauque and Delaware—at so late a day that I was unable to arrange a district for him. I thought highly of Mr. GREELEY then, and desired to see him in the convention.

THURLOW WEED.

OFFICE OF THE SUPERINTENDENT OF THE METROPOLITAN POLICE, No. 300 MULBERRY-ST., NEW-YORK, Aug. 24, 1865.

To the Editor of the New-York Times:

Since I have been in charge of the Metropolitan Police, I have carefully abstained from an active participation in party politics, and had hoped that I might be able to pass from office without being called on to make public avowals in relation to my political conduct. But the editorial signed "H. G.," in this morning's *Tribune*, makes it necessary for me to change my course, so far as to give an unqualified contradiction to the charge of not having voted for Gen. WADSWORTH for Governor in 1862. I voted for him, and did everything else I could properly do, to promote his election.

As my hand is in, it may not be improper for me to say that a long political friendship had existed between Gen. WADSWORTH and myself. We had been together, in 1848, at Baltimore, as Barnburner Delegates; again in the same year at Buffalo. We were together again in 1856, at Syracuse, where he presided over the convention by whose action the real Democracy of the State was cut loose from the slave Democracy of the country; and we continued to act together, without difference of opinion, until an honorable death closed his career.

A few days after the fall of Fort Sumter, in April, 1861, while the whole country was in a state of excitement, Mr. WADSWORTH called at my office, to consult with me as to what he could do that was best for the country. I was in favor of raising a large army, and advised him to go to Livingston County and organize a regiment among his tenants, and then take command of it himself. He agreed to start the next day, and carry out the plan, and was only diverted from it by learning that the government was greatly in need of commissary stores at Washington, when, in conjunction with Mr. THURLOW WEED, he immediately went to work at purchasing the required supplies, and shipping them to the Chesapeake Bay, cashing the bills as he purchased. Such a man as he I could not oppose, at the solicitation of any friend. But no friend, or any one else, ever desired me to do so: and least of all was Mr. WEED, who never spoke of him but as a father would speak of a son.

Had "H. G." charged me with not having complied with the requisition of the State Central Committee, that year, to raise by a tax on the police force under my control, a specified sum of money, I would be obliged to plead guilty. I did not do as they desired me. And in no other case have I permitted a levy to be made on the force for any political purpose.

I do not wish to be understood as claiming to be devoted to what is called *Regular Nominations.* I claim for myself the privilege and right to judge of the fitness of a candidate for the place he is nominated to fill. Had I thought Gen. WADSWORTH unfit, or that he had corruptly obtained the nomination, I would not have supported him. And, had "H. G." charged me with having failed to support the Republican candidate for Mayor that year, instead of for Governor, should have been obliged to admit the charge. I did not vote for Mr. OPDYKE in 1862; but before the election I explained to him the grounds on which I declined to give him my support.

As Mr. ROBERT MURRAY, United States Marshal, is at present absent from the country, I feel called upon to make a denial in his case, as full as in my own. Mr. MURRAY and myself were in constant association, and I know he gave Gen. WADSWORTH a vigorous support.

JOHN A. KENNEDY.

To the Editor of the New-York Times:

Mr. HORACE GREELEY, in his attempt to fasten upon Mr. WEED the defeat of Gen. WADSWORTH, our candidate for Governor in 1862, accuses me of "*working openly in my ward, all day, for Seymour, and of being expelled therefor from the Union Association of my ward.*"

If either of these base charges were true, they are susceptible of proof. But both are false, and Mr. GREELEY knows them to be so, for I have distinctly and unqualifiedly denied them to Mr. GREELEY personally, who replied that he was glad to hear that the charges were false.

As a delegate to the Union State Convention I voted for Gen. DIX, but when Gen. WADSWORTH received the nomination I came back and worked harder for him than usual, for it required harder work. I had just returned from the army, (where, as at the polls, I did my duty,) and was an admirer of Gen. WADSWORTH'S patriotism and gallantry, and I was as anxious as Mr. GREELEY or anybody else, for his election.

I have known Mr. WEED in Albany and New-York, nearly thirty years, and though classing myself among his friends, I have not learned, from his precepts or his examples, infidelity to my party or my country.

The following affidavits from well-known and respected citizens of my ward, repels and refutes Mr. GREELEY'S false accusation:

City and County of New-York, ss.—EDWARD DUBOIS, of No. 155 West Forty-third-street, in said city, being duly sworn, says: That he is personally acquainted with JAMES E. COULTER; that he (deponent) was an elector at the time spoken of in the article published in the New-York *Tribune* of the 24th of August, 1865; that at the time spoken of in said article, this deponent was requested, urged and solicited, by the said COULTER, in the most urgent manner, to aid and assist him in his (COULTER'S) district, to obtain votes and advocate the election of JAMES S. WADSWORTH, and to use all his influence in obtaining votes for the Republican ticket; that he (deponent) was requested, for the benefit of his influence, to attend the election in the Ninth District, as aforesaid, with said COULTER, and work with him in said COULTER'S district; that deponent was a member of Executive Committee in the Twenty-second Ward, and that at the request of said COULTER he did attend the said election, being in his own district and district of COULTER, and work with said COULTER, and do all that was in his power to aid and assist in securing all the votes possible for the election of said WADSWORTH; that said COULTER duly attended the said election and paid out his money freely to obtain the election and votes for WADSWORTH, and that this deponent was present with said COULTER and saw said money paid. EDWARD DUBOIS.

Sworn to before me, this 24th day of August, 1865.

JOSEPH ARMSTRONG, Commissioner of Deeds.

City and County of New-York, ss.—FRANCIS M. BARRON, of No. 131 West Forty-ninth-street, in said city and county, being duly sworn, says that in answer to the article published in the daily *Tribune* of Aug. 24, 1865, or to part of the contents therein contained: That this deponent was an elector, and duly entitled to all the privileges connected therewith; that he had his mind made up to vote for HORATIO SEYMOUR for Governor of the State at the time of the election, in said article spoken of, but at the urgent solicitation of JAMES E. COULTER, (on the night before the election,) he voted for Gen. WADSWORTH, and that the said vote was given entirely on the friendly and urgent solicitation of said COULTER, and as a matter of personal favor. FRANCIS M. BARRON.

Sworn to before me this 24th day of August, 1865.

JOSEPH ARMSTRONG, Commissioner of Deeds.

City and County of New-York, ss.—W. J. O'BRYON, of No. 385 West Forty-third-street, being duly sworn says, that he is Chairman of the Executive Committee of the Twenty-second Ward; that he was elected delegate from the Thirteenth Assembly District with JAS. E. COULTER, for the purpose of nominating a candidate for Governor, at the State Convention held at Syracuse in 1862; that after JAMES S. WADSWORTH had received the nomination deponent had several conversations with said COULTER concerning the election, and the said COULTER impressed upon deponent's mind the necessity of getting every vote to the polls for JAMES S. WADSWORTH; the deponent also knows of his own personal knowledge, that said COULTER worked all day to secure the election of JAMES S. WADSWORTH for Governor; that deponent voted for and used all his influence for the election of said WADSWORTH, and that the statement that the said JAMES E. COULTER was expelled from the association for not voting for JAMES S. WADSWORTH, is a direct falsehood. W. J. O'BRYON.

Sworn to before me this 24th day of August, 1865,

JOSEPH ARMSTRONG, Commissioner of Deeds.

City and County of New-York, ss.—ARTHUR FLYNN, of No. 514 West Forty-second-street, in said city and county, being duly sworn, says, that in answer to the article published in the Daily *Tribune* of Aug 24, 1865, or to part of the contents therein contained, that this deponent was an elector, and duly entitled to all the privileges connected therewith; that he had his mind made up to vote for HORATIO SEYMOUR for Governor of the State at the time of the election in said article spoken of, but at the urgent solicitation of JAMES E. COULTER (on the night before election) he voted for Gen. WADSWORTH, and that the said vote was so given entirely on the friendly and urgent solicitation of the said COULTER, and as a matter of personal favor. And at the same time the said COULTER requested of deponent that he duly attend the polls and give his full attention to changing votes from SEYMOUR to WADSWORTH, and that he would pay him for services and expenses; that at the request and on the promises of said COULTER this deponent did attend said election and do all that was in his power to obtain the votes for said WADSWORTH, and that, too, at an expense of nearly thirty dollars. ARTHUR FLYNN.

Sworn to before me, this 24th day of August, 1865.

JOSEPH ARMSTRONG, Commissioner of Deeds.

It will therefore be seen that instead of "working all day for SEYMOUR," I "worked all day" for WADSWORTH. JAMES E. COULTER.

NOTES.

—That absurd Jenkins, who went down the bay on Thursday, and, we fear, got "half seas over," omitted to state, in his ridiculous report, that the beautiful steamship *New-York* is now ready to receive company. She is at Pier No. 43 North River, between Canal and Spring-streets, and if any lady or gentleman wishes to see a perfect specimen of a floating hotel, let them call and be satisfied. None will regret the journey. Our obtuse Jenkins also forgot to note that on the trial trip, in which he assisted gastronomically, &c., there was a deal of good music furnished by the band of the Fifth United States Artillery—said to be the best set of blowers (on horns of brass) in all the service. The gallant Col. BURTON, of that regiment, we believe the oldest officer of his rank in the service, and one of the best, was also present, ably supported by Lieut. MCELRATH, an efficient and ambitious young officer, son of THOS. MCELRATH, Esq., whilom of the *Tribune.*

—From painful personal experience, we can indorse all the complaints made by residents of Jersey City against the New-Jersey Central Railroad, for establishing a pestilence inviting nuisance at their railway terminus at Communipaw. Leaving their cars last evening, several of the passengers grew faint, in consequence of the obscene stench. It is absolutely sickening to be compelled to run the gauntlet of their dumping-grounds, and we advise everybody that can to avoid this company's ferry as they would the plague, until the filthy grievance no longer exists. We are told that the company are anxious to fill up their sunken lots, because the land thus made will be more valuable than their entire railroad property. The fact may account for their baseness in "filling up" with such baleful nastiness.

—We have been furnished by the manager of the Park Theatre with a full list of the principal members of this season's company. The ladies are Mrs. F. B. CONWAY, Mrs. VIOLA BARRETT, (favorably remembered as VIOLA CROCKER,) Mrs. HOWARD and Miss E. JOHNSON. The gentlemen are Mr. F. B. CONWAY, WM. DAVIDGE, Mr. CRIPHENDALE, JOSEPH BARRETT, Business Manager; JAMES DUFF, T. WEYMSS, Stage Manager, and W. DAVIDGE, Jr. These, with a suitable supporting stock of utility, should succeed in placing the establishment far above mediocrity. Mr. TIBBELL, the scenic artist of the Park, and one of the best in the country, has finished an elegant drop-curtain, the scene being a view in California.

—Brig.-Gen. ULLMAN, of this State, has (with many others, been mustered out of service. We observe, however, that the gallant "Hindoo" has been induced to enter another field of duty, where any regrets he may have for leaving Uncle Sam's army will be pleasantly ameliorated. He has just wedded Miss AMELIA, the accomplished daughter of the late Rev. Dr. BERRIAN, the loved and honored Rector of Trinity Church. "None but the brave deserve the fair" is a remark which we think has been quoted before; but then we cannot have too much of a good thing, and so here it is again.

—Mr. FLORENCE, the Irish Comedian, returned by the *Persia* on Wednesday. He will play an engagement in Boston, commencing on Monday, the 11th inst. The charming better half of course goes with him. MARK SMITH has also returned. Previous to his reappearance at Wallack's, he will play in Cincinnati and St. Louis. GABRIEL HARRISON is now painting the scenery for a new theatre at Titusville, Penn. This is the great oil region, and the miners need amusement. We hear of Mr. HARRISON'S name in connection with the new theatre at Paterson, N. J.

—Company B, of the Eighty-sixth Regiment of Catskill, have kindly tendered an invitation to the members of Company B, of the Twenty-second Regiment of this city, to spend a few days with them in social enjoyment in the mountains. The citizens of Catskill are making great preparations to make the visit of the New-York boys as agreeable as possible, and the ladies of that locality are getting up a grand ball to celebrate the occasion. The company will also visit the Mountain House.

—The bracing air of these latter days is calling people home. The streets are already gay with elegant toilettes, and the places of amusement are not left to the tender mercies of the gentlemen from the rural districts alone.

—Three respectable well-to-do men have recently thrown themselves from hotel windows. Is it an epidemic, and if so, couldn't it be stopped?

—The attention of those who may have the design of emigrating to the South is invited to our advertisement in another column, of lands in North Carolina, which the owner desires to have cultivated on shares.

Obituary.

DEATH of HON. ORLANDO KELLOGG.—HON. ORLANDO KELLOGG, Representative elect from the Sixteenth District of this State, died at Elizabethtown on Aug. 24. Mr. KELLOGG was born in Elizabethtown in 1809, and was therefore fifty-five years of age at the time of his death. He was by profession a lawyer, and first represented his district in the Thirtieth Congress. He also served in the Thirty-eighth Congress, when he was a member of the Committee on Manufactures, and also of that on Militia. Without being a brilliant man, Mr. KELLOGG was eminently sound and able. He possessed the confidence of men of all parties to a remarkable degree.

FROM THE
AMERICAN JOURNAL OF PHARMACY,
MAY, 1865.
Edited by WM. PROCTOR, Jr.,
Professor of Pharmacy in the Philadelphia College of Pharmacy.

"Will the Fluid Extracts go out of use owing to the high price, or can we have some authoritative modifications of the formulas by which we can make them at a more reasonable cost?

If the latter, shall the change be in the quality of the menstruum, or in the manner of applying it, so as to reduce the quantity requisite? Can there be a convocation of the Committee of Revision to authorize some new method or modification of the present recipes?"

With regard to the contemplated change in the quantity, or in the menstruum itself, in the preparation of fluid extracts, I would take occasion to say that in medicine the health of the patient is the great object to be gained.

The cost of material is something, but when put into the scale with human health, and often human life, it is hardly worthy of consideration at all. My Buchu (HELMBOLD'S) will continue to be made as formerly, and if it cannot be maintained at present prices, they will have to be advanced to meet the advance in the price of material. To such as desire quantity instead of quality, we would say that water is a cheap commodity, and may be readily added by the person using the medicine if he desires to do so.

H. T. HELMBOLD, Druggist and Chemist,
No. 594 Broadway, New-York City.

Advertisement.]

Well To-day, Sick To-morrow.

Such is the experience of thousands. Few enjoy continuous health. To what does the occasional invalid attribute his uncertain condition? Not to himself, of course. He lays the blame on the climate, perhaps. It is too hot, or too cold, or too damp, or too dry, or too variable. But does he take the proper course to fortify his constitution and bodily organs against the extremes and changes of which he complains? No. He says, perhaps, that only an iron man could bear such great heat, or such violent cold, or such sudden vicissitudes. Why then does he not resort to the great Tonic and Preventive, which, if it will not make him an iron man, will at least quadruple the capacity of his system to repel all external agencies that tend to produce disease? HOSTETTER'S CELEBRATED STOMACH BITTERS, taken faithfully according to the directions, will so strengthen the stomach, brace the nerves, tone the liver, and regulate and invigorate the whole animal machinery that the system, instead of being at the mercy of the weather, and liable to be prostrated by every change of temperature, will become case-hardened, as it were, and almost impervious to climatic influences. It is to this preventive principle that HOSTETTER'S BITTERS owe their great popularity in the West Indies, British America and Australia.

Colgate's Honey Soap.

This celebrated **Toilet Soap**, in such universal demand, is made from the **choicest materials**, is **mild and emollient** in its nature, **fragrantly scented**, and extremely beneficial in its action upon the skin. For sale by all druggists and fancy-goods dealers.

Do not Waste your Money Buying any of the numerous worthless articles called GOLD PENS, which have flooded the market for the last few years, when at lower prices you can get pens which are acknowledged to be the BEST IN THE WORLD.

Avoid the shameless Upstarts, whose lack of brains compels them to attempt imitation, *even to the advertisement.* If you want the full value of your money, call on A. MORTON, No. 25 Maiden-lane, or inclose stamp for circular.

Dr. Von Elsenberg,
INVENTOR OF THE FAMOUS
AESTHETICO-NEURALGICON,
THE CELEBRATED APPARATUS FOR THE CURE OF ALL DISEASES OF THE EYE, EAR, CHRONIC CATARRH, LUNGS, THROAT, HEART AND CONSUMPTION,
may be consulted at his residence,
No. 818 BROADWAY.

A New Perfume for the Handkerchief.

Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"

A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.
Manufactured only by **PHALON & SON.**
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Window Shades. No. 359 BROADWAY.
For stores,
For skylights,
For dwellings.
G. L. & J. B. KELTY,
Manufacturers.

Look to your Roofs.
THE UNION CEMENT ROOFING COMPANY repairs old roofs of all kinds and puts down new ones. ALL WORK WARRANTED.
PRINCIPAL OFFICES—IN NEW-YORK, NO. 90 BARCLAY-ST. IN BROOKLYN, NO. 339 FULTON-ST., COLE & MURPHY'S AUCTION ROOMS.

Lace Curtains.
Swiss Tamboured.
Swiss Application.
Nottingham. New Styles, 1865.
G. L. & J. B. KELTY, No. 359 Broadway.

Dr. Bicknell's Dysentery Syrup is purely vegetable and contains no opiate, and pleasant to take, and never fails to cure dysentery diarrhea, cholera morbus, &c. Excellent for children.
DEMAS BARNES & CO., Agents,
No. 21 Park-row.

Curtains
and curtain materials, all kinds,
at KELTY'S, No. 359 Broadway.

Artificial Limbs of Superior Quality and adaptability; Army and Navy furnished gratis with the best, per commission of Surgeon-General U. S. Army, by E. D. HUDSON, M. D., Astor-place, Clinton Hall, N. Y.

Schilberg's German Ointment.—Warranted a certain cure, without the slightest danger, for piles, old wounds, scrofula, salt rheum, all bones and skin diseases, &c. For sale at the drug-store, No. 93 Bowery, New-York.

Window Shades
For stores or dwellings,
Manufactured by
G. L. & J. B. KELTY, No. 359 Broadway.

Ivory and Pearl Sleeve Buttons and Studs, initial and fancy patterns, a great variety; also, Ivory and Pearl Jewelry, latest styles, wholesale and retail. WM. M. WELLING, No. 371 Broadway.

Marsh's Radical Cure Truss and Bandage Institute has removed to No. 542 Broadway. Silk elastic stockings, elastic belts, shoulder-braces, &c., constantly on hand. A lady attendant. Open till 9 P. M.

Ladies for the Country, wishing Boots and shoes for themselves and families, patronize
MILLER & CO., No. 387 Canal-st.

Durno's Catarrh Snuff Needs no Lengthy notice; it is well known and "speaks for itself." Sold, by all first-class druggists everywhere.

Grover & Baker's Highest Premium Elastic stitch, and look-stitch sewing-machines. No. 495 Broadway, New-York, and No. 235 Fulton-st., Brooklyn.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silks, elastic stockings, &c. A lady attendant.

Howe Sewing Machine Company.—ELIAS HOWE, Jr., President, No. 639 Broadway. Agents wanted.

Wheeler & Wilson's Lock Stitch Sewing Machine and Button Hole Machine, No. 625 Broadway.

A Blessing to Mothers.—MRS. WINSLOW'S SOOTHING SYRUP, for all diseases with which children are afflicted, is a safe and certain remedy. It relieves the child from pain, regulates the stomach and bowels, cures wind colic, corrects acidity, and, by giving rest and health to the child, comforts the mother. Offices Nos. 48 Dey-st., New-York, and 205 High Holborn, London, England.

Burnett's Toilet Preparations and FLAVORING EXTRACTS were submitted, years ago, to the public, in the belief that their quality would insure them success. In this the proprietors have not been disappointed.

Hatchelor's Hair Dye.
The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

MARRIED.

KIP—CULBERTSON.—At Amoy, China, on Friday, June 2, by Rev. S. V. N. Talmage, Rev. LEONARD W. KIP and HELEN A., eldest daughter of the late Rev. M. S. Culbertson, of Shanghai, China.

STEWART—TUFTS.—In Andover, Mass., on Thursday, Aug. 24, by Rev. Charles Smith, EDWIN STEWART, Paymaster U. S. N., and LAURA S., daughter of Charles Tufts, Esq., of Andover.

DIED.

ARMSTRONG.—In Brooklyn, on Thursday, Aug. 24, LILIAN MARY, only daughter of J. B. and Kate F. Armstrong, aged 1 year, 2 months and 15 days.

The funeral will take place from the residence of her parents, No. 277 Jay-st., on Saturday, the 26th inst., at 2 o'clock P. M. The relatives and friends of the family are invited to attend, without further invitation.

DAVENPORT.—In Brooklyn, on Wednesday, Aug. 23, after a lingering illness, of tubercular consumption, which he bore with Christian fortitude, JEROME B. DAVENPORT, aged 31 years and 6 months, much and deservedly regretted.

His relatives and friends are respectfully invited to attend his funeral, from the residence of his parents, on Sunday next, the 27th inst., at 2 o'clock, from No. 221 Degraw-st.

MURRAY.—On Thursday, Aug. 24, MARY MURRAY, aged 93 years.

The relatives and friends of the family are requested to attend the funeral, at the Presbyterian Church, corner of 5th-av. and 37th-st., on Monday, the 28th inst., at 3 P. M.

HANDY.—On Friday, Aug. 25, EDWIN LA FORGE, son of Thomas and the late Sarah E. Handy, aged 3 months and 6 days.

The relatives and friends of the family are invited to attend the funeral, on Sunday, at 2 o'clock, from the residence of his grandfather, Cornelius La Forge, No. 107 Barrow-st., New-York.

MAURAN.—Suddenly, of disease of the heart, at Corsackie, on Tuesday, Aug. 22, O. MAURAN, son of the late O. Mauran, of this city.

RHIND.—In this city, on Thursday morning, Aug. 24, SUSAN, daughter of the late Charles Rhind.

The relatives and friends of the family are respectfully invited to attend the funeral, at Trinity Church, on Saturday, the 26th inst., at 11 A. M. The remains will be interred in the family cemetery at Coldenham, Orange County.

RIDLEY.—At Carmel, Putnam County, N. Y., on Wednesday, Aug. 23, suddenly, JOHN RIDLEY, Esq., of New-York City, aged 70 years, 3 months and 13 days.

His friends, and those of his son, J. M., and of his sons-in-law, Rufus E. Crane and M. Chamberlain, are respectfully invited to attend his funeral, on Saturday, Aug. 26, at 2 o'clock, from Rev. S. H. Tyng's, Jr., Church, corner of Madison-av. and 42d-st.

SMITH.—On Friday, Aug. 25, EUGENE, son of William E. Smith, in his 19th year.

The relatives and friends of the family are invited to attend the funeral service, at the residence of his father, No. 45 Greenwich-av., on Sunday afternoon, at 3 o'clock. His remains will be taken on Monday morning, at 7½ o'clock to Haverstraw for interment.

VINCENT.—On Friday morning, Aug. 25, LIVINGSTON R. VINCENT, aged 26 years, 2 months and 1 day.

The relatives and friends of the family are respectfully invited to attend the funeral, this (Saturday) afternoon, at 4 o'clock, from the 13th-st. Presbyterian Church, between 6th and 7th avs. The remains will be taken to White Plains on Sunday morning for interment. The train leaves 26th-st. at 8 o'clock.

WADDELL.—On Thursday, Aug. 24, AMANDA, wife of R. J. Waddell, aged 24 years, 2 months and 25 days.

The relatives and friends of the family are invited to attend the funeral, from No. 32 Cottage-place, this day, (Saturday,) the 26th inst., at 1 o'clock P. M.

NEW PUBLICATIONS.

D. APPLETON & CO.,
NOS. 443 AND 445 BROADWAY,
PUBLISH THIS DAY:

EIGHT YEARS IN CONGRESS.
FROM 1857 TO 1865.
MEMOIR AND SPEECHES.
BY SAMUEL S. COX.
1 Vol., 8vo. Cloth. Price $3.
FROM THE AUTHOR'S DEDICATION TO HIS CONSTITUENTS IN OHIO:

In penning this inscription from a distant city, aloof from old associations, and devoted to new pursuits, memories of you throng, cheer and sweeten my thoughts. I represented you truly when I warred and worked, from 1856 to 1860, against the passionate zealotry of North and South; when I denounced, in and out of Congress, the bad fallacy and worse conduct of the Secessionists; when I voted to avert the impending war by every measure of adjustment; and when, after war came, by my votes for money and men, I aided the administration in maintaining the Federal authority over the insurgent States. Sustained by you, I supported every measure which was constitutional and expedient to crush rebellion. At the same time, I have freely challenged the conduct of the administration in the use of the means committed to it by a devoted people. Believing that a proper use of such means would bring peace and union, and believing in no peace as permanent unless it were wedded to the Union in love and contentment, I have omitted no opportunity to forward these objects. This I have done in spite of threat and violence. For doing it, your confidence has not been diminished, but increased.

Ready on Wednesday:
THE GREAT WEST.
TRAVELERS', MINERS' AND EMIGRANTS'
GUIDE AND HAND-BOOK
TO THE WESTERN, NORTH-WESTERN AND PACIFIC STATES AND TERRITORIES.
With a full and accurate account of their Mineral and Agricultural Resources, Climate, Soil, &c.,
ACCOMPANIED BY A MAP,
SHOWING THE BEST ROUTES TO THE GOLD AND SILVER MINES,
AND A
COMPLETE TABLE OF DISTANCES, FARES, &c.
To which are added copies of the U. S. Homestead Law, and the Mining Laws of the respective States.
COMPILED FROM THE LATEST OFFICIAL SOURCES,
BY EDWARD H. HALL,
Author of "HO! FOR THE WEST," "WESTERN GAZETTEER," &c.
Price, Paper Covers, 50 cents.

THE SEA OF GALILEE, (WITH AN ILLUSTRATION.) BY WILLIAM C. PRIME. See
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
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STANDISH;
A STORY OF OUR DAY.
Neat paper covers, uniform with "Twice Lost;" price 75 cents.

A Boston artist

FOR SALE.

R. S. LIVINGSTON OFFERS FOR SALE his country seat, (Almont.) This property is situated on the Hudson River, between Barrytown and Tivoli, and is not excelled by any in the State for the grandeur of the scenery and old forest trees. The mansion-house is a large brick building on a stone basement, with wings, presenting a front of one hundred feet. On the eastern front there is a portico, supported by sixteen double columns of the Ionic order, extending the whole length of the first floor. The house contains twenty rooms, including library, dressing-rooms, &c. There are wells of very cool water, cisterns, &c. The outbuildings consist of a large stable with stone basement, carriage-house, cow-house with shed, ice-house, &c. The garden contains about two acres, and in it are three graperies of choice vines and other fruits; about one-quarter of the garden is stocked with fruit trees of the choicest kinds. On the eastern front of the mansion there is a park of about forty acres, through which is the carriage-drive from the porter's lodge, through an avenue of fine old trees, to the house. The western front has a lawn of forty acres of gently undulating surface; this front has a fine view of the Catskill Mountains, the Hudson River, and the villages on the opposite, or western side of the river. This is one of the most celebrated country seats on the Hudson, and excels all of them in the grandeur of its fine old trees and magnificent scenery. It has always been greatly admired by distinguished foreigners. It was selected by Joseph Bonaparte when in search of a residence in this country, and a liberal offer made for it, but it was not then for sale. The situation is very healthy, no intermittents here. For particulars apply to J. NELSON LUCKEY, Banker, No. 243 Broadway, New-York.

A GENTLEMAN FROM NORTH CAROLINA, having several desirable farms (embracing 700 acres of good, open land, well adapted to the growth of corn, cotton and wheat, as well as fruits and vegetables) located on the Albemarle Sound, and combining many advantages peculiar to that section of the State, wishes to have them cultivated on shares. To parties of business capacity, industry and integrity, he is prepared to offer advantages rarely to be met with. Very little capital will be required, the chief requisites being ability to command labor, and energy and management to direct it properly. None need apply but those who can give satisfactory evidence of the possession of these qualities. Further particulars may be had from WILLIAMS, BEE & CO., No. 27 William-st., or HARDY & GUTHREY, No. 72 Beaver-st.. New-York. The advertiser expects to be at their offices on the 3d, 4th and 5th of September.

REAL ESTATE AT BINGHAMTON, N. Y.—We offer for sale two fine mill-sites, two elegant residences, together with a variety of farms and city property. Binghamton is unsurpassed for beauty, and is rapidly increasing in permanent wealth. There can be no more desirable place of residence in the State. It is situated at the junction of two fine rivers; is traversed by four lines of railroad and a canal. Heavy contracts on the Chenango Canal and the Albany and Susquehanna Road are now creating a great demand for labor here. ISBELL & VERPLANCK, No. 53 Washington-st., Binghamton.

A BEAUTIFUL COUNTRY RESIDENCE FOR SALE—Situated on the banks of the Hudson River, within a short distance of the Railroad Depot. It is located on high ground and commanding a fine view of the surrounding country. There is on the premises a large dwelling, gate-house, carriage-house, barn, sheds, ice-house and other buildings, built of the best materials and nearly new. It will be sold with the horses, carriages, sleighs, &c., if desired. Apply to WM. MALLORY, Staatsburgh, N. Y., or to JOSEPH DELLA GORRE, No. 105 South-st.

FARM FOR SALE—AT BLACK POINT, Shrewsbury River, N. J., opposite the Highlands of Neversink—110 acres; two houses with necessary outbuildings, stock, farming implements, &c. Easy of access by railroad and steamboat, and well adapted to the raising of early truck, or could be advantageously divided into villa sites. For terms, &c., apply to Mrs. M. L. PARKER, on the premises, or to N. L. BRUNDAGE, Lenox Insurance Co., No. 16 Wall-st., or W. L. TYSON, foot of 7th-st., East River.

BIDDLE'S GROVE, STATEN ISLAND, FOR SALE.—This beautiful property contains about 22 acres, mostly woodland. For the site of a mansion or a Summer hotel, or a pic-nic grove, it is unsurpassed, being easy of access from the city and having a large river front. It is admitted by all who have seen it to be one of the loveliest spots in the neighborhood of New-York. For terms, apply to A. W. WINANT, Esq., No. 229 Broadway, third story, or address J. B. SMITH, Perth Amboy, N. J.

THE HOME BUILDING COMPANY offer for sale to mechanics, clerks and others, for their own occupancy, six two-story brick houses, on North 9th-st., between 2d and 3d sts., Williamsburgh, within eight minutes' walk of the Grand-st. Ferry. These houses are designed for occupation by separate families, and will be finished Sept. 15. Price, $2,000. For particulars, apply (after inspection) to Mr. EDMUND COFFIN, No. 27 Nassau-st., or to Dr. H. DYER, No. 3 Bible House, 4th-av.

FOR SALE—ON 23D-ST., NEAR 6TH-AV., A superior, extra size English basement house, with extra lot on rear street. Price $50,000.
ALSO,
On 23d-st., between 8th and 9th avs., one of the best built houses in the city; 28 feet wide; recently built for the owner's use; lot 142 feet deep; with alley-way to rear street, and stable privilege.
Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—ON 125TH AND 126TH STS., A desirable parcel of lots running through from street to street, near 5th-av., in one of the finest locations on those streets; also several desirable pieces on 6th and 7th avs., and on the cross streets adjacent thereto; one large and several small pieces of property on 3d-av. The whole of which can be bought at reasonable prices and on favorable terms by applying to LEHMAN & BROWN, No. 1,275 Broadway, next door to corner of 34th-st.

FOR SALE OR TO LET—THE SPLENDID country seat, replete with every improvement and convenience, spacious grounds, graperies, hot houses, stables, &c., recently owned and occupied by Judge Baldwin, and situated in the beautiful village of Yonkers. Apply to I. M. SINGER, Esq., on the premises, or at office of the Singer Manufacturing Company, No. 458 Broadway.

FOR SALE—CASTLE HILL NECK, THE RESIDENCE of Gouverneur M. Wilkins, containing 341 acres, situated on the East River, in the county of Westchester, and within an hour's drive of this city. This place is healthful, improved, fertile and accessible by land or water; the woodlands are fine and the grounds and views beautiful. Apply on the premises.

FOR SALE ON STATEN ISLAND—A NICE commodious house and large lot 60 by 125 feet, fronts on three streets, five minutes from ferry, well fruited and shaded; house 25x38, with extensions, high ceilings, hard finished. Apply to J. H. POILLON, No. 100 Broadway, or C. P. SNEDEKER, Nyack.

A VERY FINE AND BEAUTIFULLY-FURNISHED four-story, high-stoop, brown-stone house, finely frescoed throughout; a few doors from 5th-av., Murray Hill; immediate possession; others, furnished and unfurnished; best locations; some with stables. W. P. SEYMOUR, No. 171 Broadway.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—THREE HOUSES AND LOTS.—Three-story and basement, brown-stone; all modern improvements; beautiful location; first-class; south side 87th-st., 225 feet west of 1st-av; 100-feet street. Inquire of FRANCIS GRIMM, on the premises, from 9 to 11 A. M. and 2 to 5 P. M.

FOR SALE.—A HANDSOME PROPERTY 2½ hours from New-York, on the New-York and Erie Railroad, consisting of about two acres of land, with dwelling-house and barn. Particulars at ROBERT CARTER & BROTHERS' Bookstore, No. 530 Broadway.

A COTTAGE ON MURRAY HILL—LOT 20 by 100 feet, which alone is worth the price—$6,000, half payable down, and balance at six per cent. Inquire at Room No. 7, No. 218 Fulton-st.

FOR SALE—2 STABLES ON 49TH-ST., BEtween 6th and 7th avs.; will be finished about Oct. 1; built in the best manner; 6 stalls each. Apply to ALLEN & BROWN, No. 96 Broadway.

FOR SALE—A FIRST-CLASS COTTAGE, pleasantly situated, in a nice, healthy neighborhood, and fine drives; within easy access of the city; 30 minutes' ride by Northern Railroad. Apply at No. 62 Elm-st.

FOR SALE—SEVERAL FIRST-CLASS RESIdences, on Madison and 5th avs. For particulars, apply to ALLEN & BROWN, No. 96 Broadway.

FOR SALE—FIRST-CLASS BROWN-STONE front houses and lots, on Murray Hill. For particulars apply to ALLEN & BROWN, No. 96 Broadway.

BROOKLYN PROPERTY FOR SALE.—Four lots on the southwest corner of Fulton and Franklin avs. Apply to FOSTER & LOPER, No. 4 Sands-st., Brooklyn.

FOR SALE OR EXCHANGE—TEN TENEment houses in Clinton-place. Apply to J. JOHNSON No. 60 Bleecker-st.

BROOKLYN PROPERTY FOR SALE.—The house and lot No. 15 Carl-st. Apply to FOSTER & LOPER, No. 4 Sands-st., Brooklyn.

TO LET.

TO LET—FURNISHED—ON FIFTH-AV., WITH stable, an elegant establishment. Rent $1,000 per month.
Also, near Fifth-av. Hotel, house, superbly furnished, with stable, $1,000 per month.
Apply to HOMER MORGAN, No. 2 Pine-st.

TO LET—WITH STEAM POWER—
5 large, light and airy floors.
3 100x25.
2 50x25.
Inquire at SPRINGMEYER BROS., 76th-st. and 3d-av., or No. 722 Broadway, New-York.

TO LET—A SMALL HOUSE IN BROOKLYN, well furnished.
Apply to ALLEN & BROWN, No. 96 Broadway.

STEAM POWER—WITH WELL-LIGHTED rooms, 25x30 and 25x50, well adapted for mechanical purposes. Apply to GEORGE H. WALKER, No. 182 Centre-st., fifth floor.

TO RENT—WITH POSSESSION, HOUSES COMpletely furnished. One at $140 per month; one do., $200; one do., $400.
S. F. IRELAND, No. 152 Broadway.

TO LET—ROOMS ON THIRD AND FOURTH floors of Nos. 10 and 12 Ann-st. Apply to F. CHANDLER, No. 38 Wall-st.

NO. 80 10TH-ST., NEAR 5TH-AV.—TO let to gentlemen only, without meals, a furnished room, with bath-room adjoining.

HOUSES & ROOMS WANTED.

WANTED—TO PURCHASE STORE PROPERTY south of Grand-st., between Broadway and Church-st. preferred, or 6th and 8th av. property improved.
ALLEN & BROWN, No. 96 Broadway.

WANTED—A FIRST-CLASS HOUSE, FURnished, by a responsible party, for a strictly first-class boarding-house, between 14th and 42d sts., 4th and 6th avs.; good security and reference given. Please address TAPPAAN ZEE HOUSE, Nyack, N. Y.

HOUSE WANTED—FROM SEPT. 1, A DWELling-house situated between 3d and 7th avs., 14th and 34th sts. Address HOUSE, Box No. 3,867, stating price and location.

WANTED—THREE ROOMS, FOR A GENTLEman and his wife, below 40th-st. Rent moderate. State terms and address Box No. 161 *Times* Office.

WANTED TO HIRE—FURNISHED OR UNfurnished, several houses, in good locations for first-class tenants. ALLEN & BROWN, No. 96 Broadway.

FURNITURE.

OFFICE FURNITURE.—WANTED, A SUperior set of black walnut office furniture, consisting of desks, chairs, &c., and also a medium-size burglar-proof safe. Address Box No. 203 Post-office.

FINANCIAL.

FISK & HATCH,
BANKERS,
AND
U. S. 7-30 LOAN AGENTS
No. 5 NASSAU-STREET,
(Continental Bank Building,)
Near WALL-ST.,
have all denominations of
THE 7-30 NOTES
constantly on hand for
IMMEDIATE DELIVERY.
All Classes of
GOVERNMENT SECURITIES
bought and sold at market rates.

LONDON AND SAN FRANCISCO BANK, LIMITED.
INCORPORATED UNDER "THE JOINT-STOCK COMPANIES ACT OF 1862," OF GREAT BRITAIN.
CAPITAL, £1,000,000, OR $5,000,000,
Of which £100,000, or $500,000, is paid up as Present Capital, and will be increased as THE Growth of the business requires.
The Founders and Proprietors of the Bank are:
Messrs. BISCHOFFSHEIM, GOLDSCHMIDT & CO., London.
Messrs. FRUHLING & GOSCHEN, London.
Messrs. FREDERICK HUTH & CO., London.
Messrs. J. S. MORGAN & CO., (successors to Messrs. George Peabody & Co.,) London.
Messrs. STERN BROTHERS, London.
Mr. FREDERICK RODEWALD, London.
THE BANK OF SAXE MEININGEN, Saxe Meiningen.
Mr. JULIUS MAY, Frankfort-on-the-Main.
Mr. SIGISMUND SULZBACH, Frankfort-on-the-Main.
Head Office, No. 22 OLD BROAD-ST., LONDON.
London Bankers, THE LONDON JOINT STOCK BANK.
Manager at San Francisco, MILTON S. LATHAM.
New-York Agency, No. 53 EXCHANGE-PLACE.
LOCAL DIRECTORS—SAN FRANCISCO:
W. B. JOHNSTON, Agent Liverpool and London Insurance Company.
HENRY CARLTON, Jr., Merchant.
A. EHRHORN, Merchant of Hellmann, Bros. & Co.
The above Bank is prepared to transact, in London and San Francisco, all kinds of general Banking and Exchange business between said cities, and all parts of the world.
Special attention paid to collections, purchases of real estate and mining shares, and investments of all kinds in California.
AGENTS IN NEW-YORK:
DABNEY, MORGAN & CO.,
NO. 53 EXCHANGE-PLACE.

H. J. MESSENGER,
BANKER,
No. 139 Broadway,
SEVEN-THIRTY LOAN AGENT.
Gold bonds and stocks of all descriptions bought and sold on commission.
Accounts of banks, bankers, and individuals received on favorable terms.

E. R. McILVAINE
NO. 13 BROAD-ST.,
DEALER IN GOVERNMENT SECURITIES AND PETROLEUM STOCKS.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York,
Issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

AUG. BELMONT & CO.,
BANKERS,
No. 50 WALL-ST.,
Issue Circular Letters of Credit for travelers on all part of Europe, &c.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD

NOTICE.
OFFICERS' CLEARANCES PROMPTLY OBTAINED
LIBERAL ADVANCES MADE.
LEFFERTS, HOFFMAN & CO.,
Times Building, No. 40 Park-row.

U. S. COMPOUND INTEREST NOTES,
ISSUED IN 1864,
BOUGHT AND SOLD BY
VERMILYE & CO.,
No. 44 Wall-st.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, Aug. 1, 1865.
WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that the CHEMICAL NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act, required to be complied with, before commencing the business of banking under said act:
Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that the Chemical National Bank of New-York, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.
In testimony whereof witness my hand and seal of office, this 1st day of August, 1865.
FREEMAN CLARKE,
Comptroller of the Currency

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 28, 1865.
WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act:
Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.
In testimony whereof, witness my hand and [SEAL.] seal of office, this twenty-eighth day of June, 1865.
(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 14, 1865.
WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Union National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act.
Now, therefore, I, FREEMAN CLARK, Comptroller of the Currency, do hereby certify that "THE UNION NATIONAL BANK OF THE CITY OF NEW-YORK," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.
In testimony whereof, witness my hand and seal of office, this 14th day of June, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, July 15, 1865.
WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized, under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking, under said act.
Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.
[L.S.] In testimony whereof, witness my hand and seal of office this 15th day of July, 1865.
FREEMAN CLARKE, Comptroller of the Currency.

UNITED STATES TREASURY,
NEW-YORK, Aug. 22, 1865.
PARTIES HOLDING (30) THIRTY OR more coupons of the Loan of 1864, (10-40s,) maturing on the 1st of September, are requested to hand them in, with schedules, at any time prior to the 30th instant.
Holders complying with the above will have their coupons examined, and checks given for them, on the 31st instant, after 3 o'clock P. M. Blank schedules will be furnished upon application at the Interest Department of this office.
H. H. VAN DYCK,
Assistant Treasurer, U. S.

OFFICE OF THE GERMANIA PETROLEUM CO.,
NO. 33 PINE-ST., NEW-YORK, Aug. 25, 1865.
NOTICE IS HEREBY GIVEN THAT the annual meeting of the stockholders of the Germania Petroleum Company of New-York, will be held at the office of the company, No. 33 Pine-st., on WEDNESDAY, Sept. 20, 1865, at 12 o'clock M., at which time an election for trustees to serve the ensuing year will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from Sept. 6 to 21.
CHAS. THROCKMORTON, Secretary.

OFFICE OF THE NATIONAL OIL COMPANY,
NO. 99 MAIDEN-LANE, NEW-YORK, Aug. 26, 1865.
THE ANNUAL MEETING OF THE STOCKholders of this company, for the purpose of electing trustees, and transacting other business, will be held at the Company's Office, New-York, on TUESDAY, Sept. 5, at 1 o'clock, P. M. The transfer books will be closed from the 1st to the 6th of September.
E. C. STURGES, Secretary.

OFFICE OF THE EMPIRE GOLD AND SILVER MINING COMPANY, No. 191 BROADWAY, (MERCANTILE BANK BUILDING,) NEW-YORK, Aug. 11, 1865.
THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE EMPIRE GOLD AND SILVER MINING COMPANY will be held at the office of the company on TUESDAY, Sept. 19, at 1 o'clock P. M. By order of the board.
HENRY K. GATES, Secretary.

ENRIGUETTA GOLD COMPANY, OF ARIZONA.—A special meeting of the stockholders of this company will be held at No. 32 Pine-st., on TUESDAY, August 29, at 3 o'clock P. M.
J. B. RANDOL, Secretary.

ARIZONA MINING COMPANY.—AN ADjourned meeting of the stockholders of this company will be held at No. 32 Pine-st., on TUESDAY, August 29, at 3 o'clock P. M. J. B. RANDOL, Secretary.

FINANCIAL.

T. L. TAYLOR & REED,
BANKERS
AND GOVERNMENT LOAN AGENTS,
NO. 6 WALL-ST.
GOVERNMENT SECURITIES AND SPECIE bought and sold at best rates, at the counter.
Four per cent. allowed on all deposits, subject to check at sight.
RAILWAY STOCKS, BONDS, and other securities bought and sold at Broker's Board, at the usual commission.

VERMILYE & CO.,
BANKERS,
NO. 44 WALL-ST., NEW-YORK,
GOVERNMENT LOAN AGENTS
KEEP ON HAND FOR
IMMEDIATE DELIVERY,
THE ISSUES OF
7-30 TREASURY NOTES, OF ALL DENOMINATIONS.
WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS AND WITH DISPATCH.
VERMILYE & CO.

BRYAN, VAN SCHAICK & CO.,
BANKERS,
No. 35 Broad-st., New-York.
Government securities, gold and stocks bought and sold exclusively on commission. Four per cent. interest allowed on deposits subject to draft.

THE NATIONAL PARK BANK OF NEW-YORK.
CAPITAL....$2,000,000. SURPLUS....$1,200,000.
This bank will issue certificates of deposit bearing interest on favorable terms. J. L. WORTH, Cashier.
NEW-YORK, Aug. 21, 1865.

TRAVELING CREDITS
On Messrs. J. S. MORGAN & CO., London, (successors to GEO. PEABODY & CO., available in the principal cities of Europe and the East, issued by
DABNEY, MORGAN & CO.,
No. 53 Exchange-place.

STATE OF NEW-YORK, BANK DEPARTMENT,
ALBANY, March 9, 1865.
NOTICE IS HEREBY GIVEN, PURSUANT to Chapter 236, Laws of 1850, that the circulating notes issued to the late incorporated, the President, Directors and Company of the Merchants' Exchange Bank, located in the City of New-York, will be redeemed AT PAR, by the Superintendent of the Banking Department at the New-York State Bank, Albany, and at the Merchants' Exchange Bank, (Association,) New-York, for six years from the date hereof and not thereafter.
The outstanding notes of the said Bank must be presented, as aforesaid, for redemption, within six years from the date hereof; and all notes which shall not be presented for redemption and payment within the time thus specified, will cease to be a charge upon the funds in the hands of the Superintendent for that purpose.
H. H. VAN DYCK, Superintendent.

OFFICE OF THE SUN MUTUAL INSURANCE COMPANY,
INSURANCE BUILDINGS, NO. 49 WALL-ST.,
NEW-YORK, Aug. 11, 1865.
PURSUANT TO A RECENT ACT OF THE Legislature, and in accordance with the requirements of the Insurance Department, the current fiscal year of this company will be extended to and terminate on the 31st day of December next. To adjust the affairs of the company to the new period, a dividend of interest to November 1, 1865, of six per cent. on the scrip of the company, will be paid on and after that day, and a further dividend of interest to February 1, 1866, of one and one-half per cent. on the scrip, will be paid on and after the last mentioned day; after which, dividends of interest will be payable on the 1st day of February in each year. Holders of scrip are requested to present it when receiving payment of interest to have the new day of payment noted thereon.
ISAAC H. WALKER, Secretary.

$100,000 SEVEN CENT. HUDSON COUNTY COUPON BONDS.—Sealed proposals will be received by the undersigned until MONDAY, the 28th day of August, inst., at 12 o'clock, noon, for the sale of one hundred thousand dollars Seven Per Cent. Hudson County Bonds; said bonds will bear date Sept. 1, 1865, payable twenty years after date; coupons payable March and September at the Hudson County National Bank in Jersey City. Bonds will be of the denominations of $400, $500, $800, $1,000. Proposals to be addressed to the Loan Commissioners of Hudson County, at the Savings' Bank, Washington-st., Jersey City.
The commissioners reserve the right to reject all or any of the bids, if deemed to the interest of the county.
JAMES LYNCH,
H. D. VAN NOSTRAND,
E. W. KINGSLAND,
Loan Commissioners.
JERSEY CITY, Aug. 17, 1865.

NEW-YORK, Aug. 25, 1865.
THE ANNUAL MEETING OF THE Stockholders of the Metropolitan Oil Company for the election of trustees, will be held at the office of the company, No. 92 Broadway, on TUESDAY, the 5th day of September next, at 1 o'clock P. M.
R. C. RATHBONE, Secretary.

$250,000 TO LOAN ON BOND AND MORTGAGE, in sums to suit, on improved city property. S. F. IRELAND, 152 Broadway.

LAND WARRANTS AND COLLEGE LAND SCRIP constantly on hand, and for sale by C. & G. WOODMAN, No. 60 Wall-st.

MINING PROPERTIES EXAMINED by Prof. HITCHCOCK, late of Amherst.
No. 37 Park-row, New-York.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank

DIVIDENDS.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY,
NEW-YORK, Aug. 22, 1865.
TWENTY-NINTH DIVIDEND.—NOTICE is hereby given that the Board of Directors have this day declared a dividend of five (5) per cent. out of the net earnings for the quarter ending July 31, payable at the office of the company on WEDNESDAY, 30th inst. The transfer books will be closed on FRIDAY, 25th inst., and reopened on FRIDAY, Sept. 1. By order of the Board of Directors,
THEODORE T. JOHNSON, Secretary.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY,
NEW-YORK, Aug. 22, 1865.
SPECIAL NOTICE.—The Board of Directors have this day ordered an issue of four million dollars of scrip stock to the stockholders, recorded on the closing of the books on the 25th inst., share for share, upon which twenty-five (25) per cent. is declared paid, leaving seventy-five (75) per cent. to be called for at the pleasure of the company.
The certificates will be delivered to stockholders on and after WEDNESDAY, Aug. 30. By order of the Board of Directors.
THEODORE T. JOHNSON, Secretary.

OFFICE OF THE SECURITY INSURANCE CO.,
NO. 119 BROADWAY, NEW-YORK, Aug. 14, 1865.
DIVIDEND.—THE DIRECTORS HAVE THIS day declared the following Dividends, out of the profits of the past year, viz.:
1. A Cash Dividend of Seven (7) per Cent. on the capital stock, payable to stockholders on demand.
2. A Scrip Dividend of Forty (40) per Cent. on the earned participating premiums of the past fiscal year, (said earned participating premiums being $218,000;) the scrip certificates to be ready for delivery on and after Oct. 1.
3. An Interest Dividend of Six (6) per Cent. on outstanding scrip, payable on and after Oct. 1, all free of government tax. By order.
R. L. HAYDOCK, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO.,
CHICAGO, Aug. 5, 1865.
DIVIDEND NOTICE.—THE BOARD OF DIrectors of the Chicago and Alton Railroad Company, have this day declared a dividend of Three and One-half per cent. free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the company, payable at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, in the City of New-York, on the first day of September next, to the holders of said stock who may be registered as such at the close of business hours on the 21st inst., at which time the transfer books will be closed, and reopened on the 2d of September next for transfers.
WM. M. LARRABEE, Secretary.

DIVIDEND NOTICE.—AT A MEETING OF the Board of Directors of the Fourth National Bank held this day, a Dividend of Four per Cent. was declared out of the net earnings of the last six months, payable on the 1st September, free from government tax. The books of transfer will be closed on and after the closing of business on SATURDAY, 26th inst., until the 1st day of September. P. C. CALHOUN, President.
B. SEAMAN, Cashier.

THE NEW-YORK AND NEVADA GOLD AND SILVER MILL AND MINING COMPANY will pay their SIXTH Quarterly Dividend of FIVE PER CENT. in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.
JOHN J. OSBORN, Treasurer.
NEW-YORK, Aug. 14, 1865.

THE NEW-YORK AND WASHOE MINING COMPANY will pay their SECOND Quarterly Dividend of FIVE PER CENT. in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.
JOHN J. OSBORN, Treasurer.
NEW-YORK, Aug 14, 1865.

THE NEW-YORK AND REESE RIVER MINING COMPANY will pay their *Second* Quarterly Dividend of THREE PER CENT. in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer Books will be closed until the 2d proximo.
JOHN J. OSBORN, Treasurer.
NEW-YORK, Aug. 14, 1865.

OFFICE OF EXCELSIOR FIRE INSURANCE CO.,
NO. 130 BROADWAY, NEW-YORK, July 12, 1865.
THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.
SAMUEL M. CRAFT, Secretary.

SAVINGS BANKS.

MARKET SAVINGS BANK,
No. 82 Nassau (near Fulton) st., New-York.
OPEN DAILY.
SIX PER CENT. INTEREST ALLOWED.
Money deposited now will draw interest from Sept. 1.
JAMES C. STONEALL, President.
HENRY R. CONKLIN, Secretary.

NEW-YORK SAVINGS BANK—CORNER of 14th-st. and 8th-av., open daily, from 1 to 5 P. M., Wednesdays and Saturdays from 1 to 7 P. M. Six per Cent. interest, free from government tax. Deposits made on or before Sept. 1 will draw interest from that date. THOS. CHRISTY, President.
R. H. BULL, Secretary.

FOR SALE—TWENTY TONS COTTON WASTE, various grades, and 10 tons Italian hemp packing pure, in lots to suit, by C. H. POLLOCK, 149 Broadway.

PROPOSALS.

LARGE GOVERNMENT SALE OF STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.
SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following-named STEAMBOATS, WHARF-BOATS, BARGES and other property:

AT CINCINNATI, O., UNTIL MONDAY, AUG. 28, 12 M.
For the stern-wheel steamboat D. C. Horton, registered 140 tons.
Stern-wheel steamboat Gen. Meigs, registered 75 tons.
Stern-wheel steamboat Gen. Crook, formerly B. C. Levy, registered 131 tons.
And two (2) wharf-boats, registered 154 and 145 tons.
All of which can be seen at GALLIPOLIS, O., until the day of sale.
One (1) wharf-boat, lying at PARKERSBURGH, Va.
One (1) wharf-boat, lying at CATLETTSBURGH, Ky.
And the model barges Horace and Capitola, lying at CINCINNATI, O.
All of which can be seen at those places until the day of sale.

AT LOUISVILLE, KY., UNTIL WEDNESDAY, AUG 30, 12 M., for the
Model barges Charmer, Henry Clay, Woolfolk, Payne No. 5 and B. Norton and for seventeen (17) gunwale barges.
All of which can be seen at LOUISVILLE, Ky., until the day of sale.
For the side-wheel steamboat D. A. January, registered 700 tons.
Side-wheel steamboat Ohio (wreck.)
Stern-wheel tug-boat T. D. Horner, registered 139 tons.
And thirteen (13) gunwale barges.
All of which can be seen at NEW-ALBANY, Ind., until the day of sale.

AT ST. LOUIS, MO., UNTIL TUESDAY, SEPT. 5, 12 M.
Side-wheel steamer Autocrat, registered 862 tons.
Side-wheel steamer Izetta, registered 476 tons.
Side-wheel steamer J. H. Baldwin, registered 208 tons.
Side-wheel steamer John Raine, registered 620 tons.
Side-wheel steamer Metropolitan, registered 387 tons.
Side-wheel steamer R. C. Wood (formerly the Louisiana), registered 787 tons.
Side-wheel steamer Nebraska, registered 673 tons.
Side-wheel steamer Baltic, registered 700 tons.
Stern-wheel steamer Emma, registered 194 tons.
Stern-wheel steamer Victor, registered 80 tons.
Stern-wheel steamer Alpha, registered 250 tons.
Stern-wheel steamer Nick W Hughes, registered 180 tons.
Stern-wheel (tow-boat) steamer Newsboy, registered 125 tons
Stern-wheel steamer Silver Lake, registered 140 tons.
Stern-wheel steamer M. V. Baird, registered 91 tons.
Stern-wheel steamer United States, registered 50 tons.
Stern-wheel steamer Echo (sunk).
Stern-wheel steamer Mattie Cabler, registered 180 tons.
Stern-wheel steamer Porter, registered 113 tons.
Stern-wheel steamer Alone, registered 211 tons.
Stern-wheel steamer J. S. Pringle, registered 318 tons.
Stern-wheel steamer Jennie Hopkins, registered 250 tons.
Stern-wheel steamer Lioness (tow-boat), registered 233 tons.
Stern-wheel steamer Carrie Jacobs, registered 156 tons.
Stern-wheel steamer Annie Jacobs, registered 206 tons.
Stern-wheel steamer Lotus, registered 150 tons.
Stern-wheel steamer Virginia Barton, registered 150 tons.
Screw tug J. C. Rumsey, registered 60 tons.
Stern-wheel tow-boat Michigan, registered 128 tons.
Stern-wheel tow-boat Huron, registered 128 tons.
Wharf-boat Dearborn, 300 tons.
ALSO.
For the model barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anna, Archie, Larimer, William Tell, Frank Dougherty, Duchess, Chantie, Phillips, Vulcan No. 1, Vulcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowena, J. C. Gault, Bob Grier, Dan. Risley, Ed. Kline, Susie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and burnt wrecks of Guthrie, Haight and Hercules.
And seven (7) gunwale barges.
All of which can be seen at ST. LOUIS, Mo., until the day of sale.
Also, one (1) wharf-boat, 300 tons; wharf-boat, (J. C. Irwin,) 148 tons; seventy-seven (77) gunwale barges; model barges Emma, Fanny, Adam Sproule, Laura and Roanoke; six (6) coal boats; one (1) yawl boat; four (4) skiffs and two (2) small flats.
All of which can be seen at CAIRO, ILLINOIS, until the day of sale.
Also, stern-wheel steamer Luc Eaves, registered 50 tons; model barges Austrelitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) box barges.
All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.
Also, screw tug Little Giant, registered 53 tons; and six (6) gunwale barges.
All of which can be seen at MEMPHIS, TENNESSEE, until the day of sale.
Also, one (1) wharf-boat, 426 tons; one (1) gunwale barge, and two (2) coal-boats.
All of which can be seen at HELENA, ARKANSAS, until the day of sale.
Also, wharf-boat H. R. W. Hill, 800 tons; wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) gunwale barges, and one (1) coal-boat.
All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.
Persons making proposals for more than one boat or barge should give the name or number of each boat or barge bid for, with price proposed to be given for each.
Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Brigadier-General L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation, at the points designated for opening bids.
The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.
Payment to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.
A full description of the property may be obtained on application to Col. Arthur Edwards, Assistant-Quartermaster, St. Louis, Missouri.
By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brig.-Gen., and Chief of Rail and River Transportation.

LARGE GOVERNMENT SALE OF STEAMBOATS, WHARFBOATS, BARGES AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.
SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

AT LITTLE ROCK, ARK., UNTIL MONDAY, SEPT. 11, 12 M., for the
Side-wheel steamer Davenport, (ferry-boat) registered 159 tons.
Stern-wheel steamer Convoy, No. 2, registered 111 tons.
Which can be seen at LITTLE-ROCK, ARK., until the day of sale.

AT VICKSBURGH, MISS., UNTIL FRIDAY, SEPT. 15, 12 M., for
Screw-tug Belle Darlington, registered 84 tons.
One (1) wharf-boat, 796 tons.
One (1) wharf-boat, 787 tons.
Model barges Porter Rhodes and George B. McClane.
Nine (9) gunwale-barges.
Forty (40) coal-boats.
One (1) yawl and one (1) floating-dock.
All of which can be seen at VICKSBURGH, MISS., until the day of sale.

AT NATCHEZ, MISS., UNTIL MONDAY, SEPT. 18, 12 M., for
One wharf-boat, 700 tons.
Model barge Mollie.
Five (5) gunwale-barges.
Three (3) coal-boats.
All of which can be seen at NATCHEZ, MISS., until the day of sale.

AT NEW-ORLEANS, LA., UNTIL WEDNESDAY, OCT. 4, 12 M., for the
Model barge Mulligan, and one (1) coal-boat.
Which can be seen at PORT HUDSON, LA., until the day of sale.
For the wharf-boat Natchez, 700 tons, and two (2) coal-boats.
Which can be seen at BATON ROUGE, LA., until the day of sale.
ALSO, for the
Side-wheel steamer Colonel Holcomb, (building,) registered 220 tons.
Side-wheel steamer Illinois, registered 600 tons.
Side-wheel steamer W. B. Savory, registerd 62 tons
Side-wheel steamer J. M. Brown, registered 339 tons.
Side-wheel steamer A. G. Brown, registered 229 tons.
Side-wheel steamer Ohio Belle, registered 300 tons.
Side-wheel steamer Mustang, registered 178 tons.
Side-wheel steamer Saint Charles, registered 557 tons.
Side-wheel steamer Diana, registered 780 tons.
Side-wheel steamer E. H. Fairchilds, registered 651 tons.
Side-wheel steamer B. J. Adams, registered 687 tons.
Side-wheel steamer Switzerland, registered 519 tons.
Stern-wheel steamer Ida May, registered 250 tons.
Stern-wheel steamer Iowa, registered 482 tons.
Stern-wheel steamer Altamont, registered 392 tons.
Stern-wheel steamer Dick Fulton, No. 2, registered 118 tons.
Stern-wheel steamer Colonel Benedict, registered 181 tons.
Stern-wheel steamer Colonel Chandler, registered 20 tons.
Stern-wheel steamer Cornie, registered — tons.
Stern-wheel steamer Lizzie Davis, registered — tons.
Stern-wheel steamer Col. Chapin, registered — tons.
Screw tug Leviathan, registered 324 tons.
Screw tug Binnie Banks, registered 32 tons.
Screw tug Baltic, registered 113 tons.
Screw tug Capt. Pitkins, (now building.)
Screw tug (no name and now building.)
Screw tug George E. Tyler, registered 116 tons.
Screw tug America, registered 418 tons.
Screw tug Hancox, registered 150 tons.
Screw tug Admiral, registered 163 tons.
Screw tug Gladiator, registered 171 tons.
Centre-wheel steamer Kepper, registered 81 tons.
Centre-wheel steamer Gen. Ransom, registered 104 tons.
Centre-wheel steamer Col. Colburn, registered 91 tons.
Model barges Nos. 10, 11 and Abbey.
Canal-boat Rosalie.
Ten (10) gunwale barges.
Twenty-four (24) pontoon-boats.
Four (4) yawl-boats, one (1) sail-boat, one (1) metallic-boat, five (5) skiffs, and one (1) set of ways.
All of which can be seen at NEW-ORLEANS, La., until the day of sale.

AT MOBILE, ALA., UNTIL THURSDAY, OCT 12, 12 M., FOR THE
Side-wheel steamer Laurel Hill, registered 783 tons.
Side-wheel steamer Warrior, registered 466 tons.
Side-wheel steamer James Battle, registered 621 tons.
Side-wheel steamer Ariel, registered 302 tons.
Side-wheel steamer N. W. Thomas, registered 511 tons.
Side-wheel steamer Starlight, registered 351 tons.
Side-wheel steamer Iberville, registered 505 tons.
Side-wheel steamer J. D. Swain, registered 227 tons.
Stern-wheel steamer Jennie Rogers registered 346 tons.
Stern-wheel steamer R. B. Hamilton, (sunk,) registered 199 tons.
Screw tug Perry, registered 154 tons.
Screw tug Alph Cutting, registered 95 tons.
Screw tug Blossom, registered 54 tons.
Model barge Ford; canal-boat GoldenEra; canal-boat (no name); forty (40) pontoon barges; thirty (30) yawl-boats, and three (3) sectional docks.
All of which can be seen at MOBILE, ALA., until the day of sale.
Persons making proposals for more than one boat or barge, should give the name or number of each boat or barge bid for, with price proposed to be given for each.
Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property, indorsed thereon, and addressed to Brig.-Gen. L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of river transportation at the point designated for opening bids.
The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.
Payments to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.
A full description of the property may be obtained on application to Col. ARTHUR EDWARDS, Assistant Quartermaster, St. Louis, Mo.
By order of the Quartermaster-General:
LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

PROPOSALS.

LARGE GOVERNMENT SALE OF STEAMBOATS, BARGES, AND SHIP-YARD.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.
Sealed proposals are invited and will be received at the office of the Quartermaster-General (Bureau of Rail and River Transportation,) at Washington, D. C., until the FIRST DAY OF SEPTEMBER NEXT, at 12 o'clock M., for the purchase of the following named steamboats, barges and other property:
Side-wheel steamer Chickamauga, registered tonnage, 207 tons.
Side-wheel steamer Grant, registered tonnage, 190 tons.
Side-wheel steamer Burnside, registered tonnage, 204 tons.
Side-wheel steamer Thomas, registered tonnage, 14 tons.
Side-wheel steamer Sherman, registered tonnage, 140 tons.
Side-wheel steamer Wauhatchie, registered tonnage, 89 tons.
Side-wheel steamer Knoxville, registered tonnage, 36 tons.
Side-wheel steamer Dunbar, (wreck,) registered tonnage, — tons.
Stern-wheel steamer Kingston, registered tonnage, 93 tons.
Stern-wheel steamer Kenesaw, registered tonnage, 166 tons.
Stern-wheel steamer Bridgeport, registered tonnage, 184 tons.
Stern-wheel steamer Holston, registered tonnage, 86 tons.
Stern-wheel steamer Missionary, registered tonnage, 115 tons.
Stern-wheel steamer Chattanooga, registered tonnage, 89 tons.
Stern-wheel steamer Atlanta, registered tonnage, 221 tons.
Side-wheel steamer Resaca, registered tonnage, 182 tons.
Side-wheel steamer Lookout, registered tonnage, 173 tons.
Side-wheel steamer Stone River, registered tonnage, 214 tons.
Side-wheel steamer Clinch, registered tonnage, — tons.
Also, seven (7) gunwale barges.
One row-boat, and one model barge.
All of which can be seen at Chattanooga, Tenn., at any time prior to the day of sale.
Also, for the buildings, ways, stationary machinery and appurtenances in the United States ship-building yard at Chattanooga.
A full description of which can be seen at the offices of the Quartermasters of Transportation at Cincinnati, Louisville, Nashville, St. Louis and Chattanooga.
Proposals are invited for each boat or barge separately; the name of the boat or description of the barge to be designated in the proposal.
A full description of the property may be obtained on application to Brevet Col. Arthur Edwards, A. Q. M., St. Louis, Mo.
Each envelope containing a bid should be sealed and indorsed "Proposals for steamers, barges, and other property at Chattanooga," "Bureau of Rail and River Transportation," and addressed to the Quartermaster-General, U. S. A., Washington, D. C.
Payment to be made in United States currency upon the acceptance of any proposal, and prior to the delivery of the property.
The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.
By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

OFFICE OF SUPPLIES, &C., FOR U. S. NAVY,
NO. 29 BROADWAY, NEW-YORK, Aug. 25, 1865.
PROPOSALS WILL BE RECEIVED AT this office for furnishing the Brooklyn Navy-yard with the following supplies, viz.:
150,000 feet B. M. Spruce Timber, 4x14 random lengths.
150,000 feet B. M. Spruce Plank, 3, random lengths.
7,500 C. feet Northern Yellow Pine, 12 to 16 square, 30 to 50 feet long.
4 Sticks Spruce Timber, 24 feet by 10x12.
750 feet 3-inch Spruce Plank.
475 Sawed Railroad Ties, 6x6 and 4x8, 6 feet 6 inches long, hard Pine or Chesnut.
80 Wrought Iron Chairs, large size, 160 pounds. Iron Spikes for Chairs.
260 Hook-Headed Rail Spikes, 1 keg 10-inch Spikes.
475 lineal yards Wrought Iron Rails, 50 pounds per yard.
2,000 pounds flat Ulster Iron, 2½x1 and 3½x1.
4,200 drawn Brass Boiler Tubes, 33⅛ inches long, 2 inches diameter outside, No. 13 wire guage.
600 drawn Seamless Brass Tubes, 9 feet 7¾ inches long, ⅝ inch inside diameter, No. 17 guage.
5 Rubber Valves, 20¼ inches long, 8¼ to 10¾ inches wide, ¾ inch thick.
16 Rubber Valves, 5½ and 7½ diameter, ⅜ and ⅝ inch thick.
14 Belt Saws, ¼ to 1 inch for Sollenberger's machine, 33-inch wheel.
16 dozen 1 to 2 inch grained Back Web Saws, 2 feet 8 inches to 3 feet 4 inches long, C. & W. C. Richards' make.
22 6-inch Port Lights, Hiddens.
1 Foot Lathe, about 5 feet long, back geared with slide rest, Stewart's patent.
1 small Lathe, for cutting bolts.
4 Three-oven Galleys, with extra linings, Packard & Hill's.
2 pieces Gum Packing, 11½ inches wide, 80 feet long, ⅛ inch thick.
330 yards Oil-Cloth.
4,000 pounds Roundline.
299 gallons Linseed Oil.
100 gallons Winter Strained Sperm Oil.
30 gallons Harness Varnish.
300 feet Leather Leading Hose, and 50 feet Suction Hose, with sufficient Patent Couplings for the same.
4,000 Spoons.
500 barrels Beef.
750 barrels Pork.
10,000 pounds Rice.
15,000 pounds Dried Apples.
3,000 pounds Tea,
(the last six items) To be Naval Standard.
Blank forms for bidders to be had at this office, to be signed and returned by 12 o'clock on the 31st inst.
JOHN D. GIBSON, Paymaster.

WAR DEPARTMENT, OFFICE OF DIRECTOR AND GENERAL MANAGER OF MILITARY RAILROADS, U.S.
WASHINGTON, D. C., July 31, 1865.
FOR SALE—CHATTANOOGA ROLLING MILL. Proposals will be received at this office until 12 o'clock noon, on WEDNESDAY, Sept. 13, 1865, to purchase the United States Military Railroad Rolling Mill at Chattanooga, Tenn., with the machinery, tools, buildings, fixtures, and track connecting the rolling mill with the Nashville and Chattanooga Railroad.
The mill and machinery constructed to reroll railroad iron are entirely new, and of the most improved character.
For full description and details of operation, capacity, &c., apply in person or by letter, to T. W. YARDLEY, Superintendent, Chattanooga, Tenn.
All bids should be indorsed "Proposals to purchase Chattanooga Rolling Mill."
D. C. McCALLUM, Brevet Maj.-Gen.
Director and General Manager Military Railroads, U.S.

CROTON AQUEDUCT DEPARTMENT—TO BRASS FOUNDERS.—Sealed proposals, indorsed "Proposals for Brass Stop-cocks," also with the name of the bidder and the date of its presentation, will be received at this office (Rotunda, City Hall Park,) until 11 o'clock A. M. of Monday, Aug. 28, for the supply of
1,500 ¾-inch brass stop-cocks.
500 ½-inch brass stop-cocks.
25 1-inch brass stop-cocks.
Forms for the bids, and all necessary information, can be obtained at this office.
THOMAS STEPHENS, ROBERT L. DARRAGH, A. W. CRAVEN, Croton Aqueduct Board.
NEW-YORK, Aug. 15, 1865.

CUSTOM-HOUSE, NEW-YORK,
COLLECTOR'S OFFICE, Aug. 22, 1865.
PROPOSALS WILL BE RECEIVED AT this office until the 1st of September for supplying ship chandlery for the revenue cutters and boats in this Collection District for the year ending June 30, 1866.
In pursuance of instructions from the Honorable Secretary of the Treasury, these proposals will be made irrespective of quantities, and they will supersede all proposals made previously to this date.
Lists of articles required will be furnished on application to the office of the Superintendent of the Revenue Marine, No. 23 Pine-st. S. DRAPER, Collector.

SEALED PROPOSALS, IN DUPLICATE, are respectfully invited, until Sept. 15, 1865, for the purchase of 1,000 barrels or more of rectified commissary whisky of superior quality, now in store in Norfolk, Va. Packages newly guaged, in prime order, and of the very best quality. Terms cash on delivery. Proposals for any part of the above will be entertained. Samples of the above can be seen either at Commissary Storehouse on dock, in Norfolk; at Fort Monroe; No. 20 South-st., Baltimore, and at No. 4 State-st., New-York.
Proposals to be addressed to THOS. C. SULLIVAN, Captain and C. C. S., Department of Virginia, Richmond, Va.

AUCTION SALES.

AUCTION SALE OF GOVERNMENT WHISKY.

OFFICE DEPOT COMMISSARY SUBSISTENCE,
NASHVILLE, Tenn., Aug. 18, 1865.
BY ORDERS FROM THE WAR DEPARTMENT, whisky having ceased to be a ration, I will offer for sale at PUBLIC AUCTION, at government warehouse in the City of Nashville, Tenn., on TUESDAY, the 5th day of September, 1865, SEVENTY-FIVE THOUSAND (75,000) GALLONS WHISKY, more or less.
This whisky is mostly copper distilled, put up in well-coopered barrels, all of which will be reguaged prior to sale, and the contents of each barrel marked thereon; it will be classified as to quality, and each class sold separately.
Samples may be seen at my office, No. 12 South Cherry-st., in this city, on and after the 25th day of August, 1865, and at warehouse on day of sale.
Sale to commence at 11 o'clock, A. M. Terms—Cash, in government funds. Whisky to be removed immediately after sale, at the expense of the purchaser.
By order of Col. J. C. READ, Chief Commissary Subsistence, M. D. T.
J. M. BLAIR,
Captain and C. S. V.,
In charge of Depot.

LARGE AND VALUABLE MINING PROPERTY AT AUCTION.
ACTON COPPER MINE OF CANADA.
Will be sold on SATURDAY, Sept. 2, at the Merchants' Exchange, Boston, by J. L. HENSHAW & BRO., Auctioneers, this large and valuable property, situated at Acton Vale, C. E., on the line of the Grand Trunk Railroad, and half a mile from Acton Station. It contains one hundred acres of land, and is one mile in length on the strike of the vein. The mine is very thoroughly equipped with all buildings, machinery and fixtures necessary for raising, dressing and shipping from 600 to 800 tons of marketable ore per month. The machinery embraces among other items, four steam engines, of from 12 to 45 horse-power each, with heavy boilers; one Blake's Rock Breaker; a large and powerful crushing mill, pumping and hoisting machinery, &c.
There are extensive arrangements for dressing ore by water; also, blast furnaces, with large blast cylinders, &c. All of the machinery is nearly new and in complete order. The "supplies" and stores on hand cost over $7,000.
The entire property will be sold in one lot. For further particulars inquire of the Treasurer of the South-eastern Mining Company, No. 13 Exchange-st., Boston, or of ROBERT LECKIE, Esq., on the premises.

UNITED STATES MILITARY RAILROADS.
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., July 25, 1865.
AUCTION SALE OF ROLLING STOCK.
Will be sold at public auction, to the highest bidder, the following rolling stock:
On TUESDAY, Sept. 19, at the Portland Company's shop, in Portland, Maine, six (6) locomotive engines.
On THURSDAY, Sept. 21, at Hinkly & Williams' shop, in Boston, Mass., four (4) locomotive engines.
On MONDAY, Sept. 25, at Kennett-square, near Philadelphia, Penn., fifty (50) box freight cars, four feet eight and a half-inch gauge.
On WEDNESDAY, Sept. 27, at Wilmington, Del., eighty-four (84) box freight cars, five-foot gauge.
The above stock is all new and of the very best quality. The engines are five-foot gauge, five-foot drivers, and cylinders 16x24 inches. They can be changed to narrow gauge at a trifling expense.
Sales to commence at 10 A. M.
Terms cash, in government funds.
H. L. ROBINSON,
Brevet Colonel and A. Q. M.

AUCTION SALES.

DANIEL H. BURDETT, Auctioneer.
U. S. GOVERNMENT VESSELS AT AUCTION.
BURDETT, JONES & CO.
WILL SELL ON
TUESDAY, SEPT. 5, 1865,
AT 12 O'CLOCK NOON,
AT THE NAVY-YARD, BROOKLYN,
BY ORDER OF THE NAVY DEPARTMENT,
the following-named vessels:
STEAMER AUGUSTA DINSMORE—Length, 189 feet; breadth, 32 feet 10 inches; depth of hold, 9 feet 2 inches; depth between decks, 7 feet 6 inches; diameter of cylinder, 40 inches; stroke, 19 inches; two Ericsson's engines; one boiler, with two furnaces.
STEAMER FORT MORGAN—Length, 209 feet; breadth, 34 feet 8 inches; depth, 10 feet 2 inches; depth between decks, 7 feet 7 inches; depth of lower hold, 7 feet 6 inches; diameter of cylinder, 36 inches; stroke, 30 inches; two vertical engines, one boiler, with three furnaces.
STEAMER HOME—Length, 165 feet; breadth, 29 feet 9 inches; depth, 11 feet; depth between decks, 7 feet; diameter of cylinder, 32 inches; stroke, 26 inches; two horizontal engines, two boilers, with four furnaces.
SIDE-WHEEL STEAMER HONDURAS—Length, 150 feet; breadth, 27 feet; depth of hold, 10 feet 2 inches; diameter of cylinder, 36 inches; length of stroke, 8 feet; one beam engine.
SIDE-WHEEL STEAMER WANDO—Length, 226 feet; breadth, 26 feet; depth of hold, 11 feet 5 inches; diameter of cylinder, 52 inches; length of stroke, 4 feet; two oscillating engines, two tubular boilers, containing eight furnaces.
STEAMER OLEANDER—Side-wheel; length, 146 feet 10 inches; breadth, 23 feet; depth, 8 feet 4 inches; diameter of cylinder, 36 inches; stroke, 7 feet; one beam engine, one boiler, with two furnaces.
SCREW STEAMER QUEEN—Length, 168 feet inches; breadth, 29 feet; depth of hold, 8 feet; height between decks, 6 feet 8 inches; diameter of cylinder, 42 inches; length of stroke, 42 inches; one vertical engine, one boiler, with three furnaces.
SCREW STEAMER DAYLIGHT—Length, 175 feet; breadth, 29 feet 6 inches; depth of hold, 11 feet; height between decks, 6 feet 10 inches; diameter of cylinder, 44 inches; length of stroke, 24 inches.
SCREW TUGBOAT DELTA—Length, 61 feet 2 inches; breadth, 13 feet 3 inches; depth, 6 feet 3 inches; diameter of cylinder, 16 inches; length of stroke 16 inches; one engine, one boiler.
SCREW TUG AMARANTHAS—Length, 109 feet; breadth, 20 feet; depth, 8 feet 3 inches; diameter of cylinder, 30 inches; stroke, 30 inches; one engine, one boiler with two furnaces.
SCREW TUG GAMMA—Length, 55 feet 5 inches; breadth, 14 feet 3 inches; depth, 5 feet 4 inches; one engine, one boiler with one furnace.
SIDE-WHEEL FERRY-BOAT COMMODORE HULL—Length, 131 feet; breadth, 28 feet 10 inches; depth, 11 feet; inclined engine; diameter of cylinder, 30 inches; length of stroke, 9 feet; one boiler.
SIDE-WHEEL FERRY-BOAT SHOKOKEN—Length, 181 feet 7 inches; breadth 32 feet 1 inch; depth, 13 feet 5 inches; one beam engine; diameter of cylinder, 44 inches, length of stroke, 8 feet; one boiler.
SCHOONER GEORGE MAUGHAM—Length, 107 feet; breadth, 28 feet 6 inches, depth, 9 feet 5 inches.
BRIG BOHIO—Length, 100 feet; breadth, 24 feet 9 inches; depth, 9 feet 4 inches.
Terms—Twenty per cent. on day of sale, the balance within six days, when the vessels must be removed from the yard.
C. H. BELL, Commandant.

GREAT SALE OF GOVERNMENT HORSES AND MULES.
25,000 ANIMALS TO BE SOLD DURING THE MONTH OF AUGUST,
In the States of New-York, Pennsylvania, Ohio, Indiana, Delaware, Maryland, and New-Jersey, and the District of Columbia.
QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 24, 1865.
Will be sold at public auction, to the highest bidder, at the time and places named below, viz:
NEW-YORK.
New-York City, Tuesday and Friday of each week, 200 Horses each day.
New-York City, Wednesday of each week, 200 Mules each day.
Elmira, Tuesday, August 8, 200 Horses.
Elmira, Tuesday, August 15, 500 Mules.
Albany, Friday, August 25, 500 Mules.
Buffalo, Wednesday, August 30, 500 Mules
PENNSYLVANIA.
Philadelphia, Thursday of each week, 200 Horses each day.
Philadelphia, Wednesday and Saturday of each week, 100 Mules each day.
Pittsburgh, Thursday of each week, 150 Mules each day.
Pottsville, Tuesday, August 1, 200 Mules.
Mifflintown, Friday, August 4, 200 Mules.
York, Friday, August 4, 200 Horses.
Newville, Wednesday, August 9, 100 Horses.
Newville, Thursday, August 10, 100 Mules.
Reading, Friday, August 11, 200 Horses.
Shippensburgh, Wednesday, August 16, 100 Horses.
Erie, Thursday, August 17, 200 Horses.
Shippensburgh, Thursday, August 17, 100 Mules.
Williamsport, Friday, August 18, 200 Horses.
Indiana, Monday, August 21, 200 Horses.
Chambersburgh, Wednesday, August 23, 100 Horses.
Chambersburgh, Thursday, August 24, 100 Mules.
Milton, Friday, August 25, 200 Horses.
Carlisle, Wednesday, August 30, 100 Horses.
Carlisle, Thursday, August 31, 100 Mules.
OHIO.
Columbiana, Tuesday, August 1, 100 Horses.
Salem, Wednesday, August 2, 100 Horses.
Alliance, Thursday, August 3, 200 Horses.
Canton, Saturday, August 5, 200 Horses.
Cleveland, Tuesday, August 8, 1,000 Mules.
Massillon, Tuesday, August 15, 200 Horses.
Crestline, Thursday, August 17, 500 Mules.
Cleveland, Monday, August 21, 200 Horses.
INDIANA.
Fort Wayne, Thursday, August 24, 1,000 Mules.
DELAWARE.
Wilmington, Tuesday of each week, 200 Mules each day.
Wilmington, Friday of each week, 200 Mules each day
NEW-JERSEY.
Trenton, Thursday, August 10, 200 Mules.
Trenton, Thursday, August 24, 200 Mules.
MARYLAND.
Baltimore, Wednesday, August 9, and Wednesday of each week thereafter, 200 Horses each day.
WASHINGTON, D. C.
Each week-day, 200 Mules.
GIESBORO, D. C.
Each week-day except Wednesday, 200 Horses.
An opportunity to purchase a superior class of saddle and draft animals, at far less than their true value, is now offered to the public.
Though the majority of them are sound and serviceable, they are no longer required in the army, and must be sold.
Many of the mules were bought in the beginning of the war, when young, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar, from being so long surrounded by the soldiers.
Animals will be sold singly.
Sales to commence at 10 A. M.
Terms—Cash, in United States currency.
JAMES A. EKIN,
Brevet Brigadier-General, in charge
1st Division, Q. M. G. O.

LARGE SALE OF GOVERNMENT CARS, ENGINES, AND RAILROAD IRON.
UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.
Will be sold at CITY POINT, Va., on WEDNESDAY, Oct. 11, at 11 o'clock A. M., about four thousand (4,000) tons Railroad Iron.
At PORTSMOUTH, Va., on FRIDAY, Oct. 13, at 12 M.:
Five (5) first-class Locomotive Engines.
About fifty (50) Freight Cars and one (1) Passenger Car.
At NORFOLK, Va., Oct. 13, at 5 P. M.:
One new Locomotive Engine, 5 foot gauge.
At ALEXANDRIA, Va., on TUESDAY, Oct. 17:
Fifty (50) first-class Locomotive Engines, 4 feet 8½ inch gauge.
Eighteen (18) new Platform Cars, 5 foot gauge.
Twenty-five (25) new Box Cars, five (5) foot gauge.
About three hundred and fifty (350) Box Cars, 4 feet 8½ inch gauge.
About two hundred and thirty (230) Platform Cars, 4 feet 8½ inch gauge.
About thirty (30) Stock Cars, 4 feet 8½ inch gauge.
Twenty (20) Passenger Cars, 4 feet 8½ inch gauge.
One (1) Wrecking Car, 4 feet 8½ inch gauge.
Two (2) new Trucks.
Sixty (60) new Trucks, framed.
Fourteen (14) Flats, framed.
About two thousand (2,000) tons Railroad Iron.
Sales to commence at ALEXANDRIA at 10 A. M., and to continue from day to day until all are sold.
Terms: Cash, in Government funds.
H. L. ROBINSON,
Brevet Col. and A. Q. M., U. S. Military Railroads.

LARGE SALE OF GOVERNMENT RAILROAD ENGINES AND CARS.
UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.
Will be sold at MANCHESTER, opposite Richmond, Va., on TUESDAY, Oct. 3:
Twenty-five (25) new first-class Locomotive Engines, five (5) feet guage, five (5) foot drivers, cylinders 16x24 inches; capacity of tank, 1,900 gallons.
Five (5) first-class Locomotives, 4 feet 8½ inches guage
Two hundred and sixty-five (265) new Box Freight Cars, five (5) foot guage.
Fifteen (15) new Platform Cars, five (5) foot guage.
Ten (10) Freight Cars, 4 feet 8½ inches guage.
The sale to continue from day to day until all are sold. Sale to commence at 10 o'clock.
Terms: Cash, in Government funds.
H. L. ROBINSON,
Brev. Col. and A. Q. M.

HENRY H. LEEDS, Auctioneer.
HOUSEHOLD FURNITURE, ROSEWOOD PIANOS, &c.
HENRY H. LEEDS & MINER will sell at auction on SATURDAY, Aug. 26, at 10½ o'clock, at their salesroom, No. 23 Nassau-st., corner Liberty—
HOUSEHOLD FURNITURE—Consisting of Brussels and ingrain carpets, velvet do., mahogany chairs, covered in hair-cloth, oak extension dining tables, carved black walnut and mahogany bedsteads, hair mattresses, straw paillasses, feather bolsters and pillows, carved black walnut washstands, black walnut centre tables, china, crockery and glassware.
Also, at 12 o'clock, two rosewood triolodeons, and nine rosewood pianos, beautifully finished, made by Gilbert & McPhail, of Boston.
Also, office furniture, &c.

EDWARD PETTINGER, Auctioneer.
THIRTY-SIXTH AUCTION SALE UNCLAIMED GOODS takes place TUESDAY, 29th inst., 10 o'clock A. M, at Central Office No. 300 Mulberry-st., consisting of the following articles, viz: wagons, harness, cotton, wool, rope, potash, molasses, lard, barrels, block tin, robes, blankets, men and women's clothing, watches, jewelry, dry goods, guns, pistols, boots, shoes, &c.

NOTICE.—THE STEAMERS ARAGO AND FULTON will be sold at auction, unless sooner disposed of at private sale, on THURSDAY, the 7th day of September, 1865, by JOHN H. DRAPER & CO., auctioneers.
With the steamers will be included two new boilers for the *Arago*, fully complete and ready to be placed in the vessel, that have cost about seventy thousand dollars.
For further particulars apply at the office of the New-York and Havre Steamship Company, No. 7 Broadway.

COPARTNERSHIP NOTICES.

DISSOLUTION.—THE FIRM OF THOMAS RICHARDSON & CO., is dissolved by the death of Mr. THOMAS RICHARDSON. The business will be liquidated by us, the surviving partners.
SAMUEL NIMMONS,
M. G. HAUGHTON.

COPARTNERSHIP.—The business will be continued as heretofore, under the firm of NIMMONS & HAUGHTON.
SAMUEL NIMMONS,
M. G. HAUGHTON.
NEW-YORK, August 1, 1865.

THE UNDERSIGNED HAVE THIS DAY formed a copartnership, under the firm of WM. M. BRUNDAGE & BRO., for the purchase and sale of Stocks, Bonds and Gold on commission, at No. 34 Pine-st.
WM. M. BRUNDAGE.
FRANK BRUNDAGE.
NEW-YORK, Aug. 21, 1865.

NEW-YORK, Aug. 9, 1865.
WILLIAM D. BLACK AND ELBERT B MONROE were admitted as partners in our firm the 1st day of March last. BALL, BLACK & CO.

INSTRUCTION.

COLUMBIA GRAMMAR SCHOOL.—NOS. 327 and 329 4th-av. Rev. Dr. GEORGE W. BACON, LL.B., Principal; Dr. RICHARD S. BACON, LL.B., Vice-Principal, with nine assistant instructors. Three departments—Classical, Commercial and Preparatory. All the advantages of the institution, including modern languages, gymnasium and military drill, are open to every pupil, without extra charge. Catalogues containing full particulars at the book-stores and School.

THE RIVERDALE INSTITUTE.
A Collegiate School for young ladies, will commence its third year on the third MONDAY of September.
Address the Rector, Rev. WM. C. LEVERETT, M. A., Riverdale, on the Hudson.
Circulars may be had of Samuel D. Babcock, No. 3 Nassau-st., or of Henry F. Spaulding, No. 53 Park-place, New-York.

ROCKLAND FEMALE INSTITUTE,
AT NYACK, ON THE HUDSON, N. Y.
The Fall Term of this Seminary for the thorough education of young ladies, will commence on THURSDAY, Sept. 21. For admission, or catalogues with full particulars, address L. D. & C. F. MANSFIELD, Principals.

MRS. MACAULAY'S
French and English Boarding and Day School for Young Ladies, No. 253 Madison-avenue, corner 40th-st., will reopen on WEDNESDAY, September 20th.
Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

THE RUTGERS FEMALE INSTITUTE,
NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK,
will reopen WEDNESDAY, Sept. 20.
H. M. PIERCE, President

MRS. JOHN LORD'S FAMILY SCHOOL
FOR YOUNG LADIES, IN STAMFORD, CONN.,
will reopen Sept. 15.
Circulars forwarded on application.

MISS BRACE'S ENGLISH AND FRENCH boarding and day school for young ladies, will reopen Sept. 13, 1865, at Nos. 38 and 40 Elm-st., New-Haven, Conn. For circulars, apply as above.

MRS. LEVERETT'S
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 32 West 18th-st.,
will reopen on WEDNESDAY, Sept. 20. Applications may be made personally or by letter to Mrs. LEVERETT, at the above address.

MISS HAINES
AND
MADEMOISELLE de JANON
Respectfully inform their friends and the public that their English and French Boarding and Day School for young ladies and children, No. 10 Gramercy-park, will reopen on WEDNESDAY, Sept. 20. All letters addressed to No. 10 Gramercy-park will receive prompt attention.

THE ROUND-HILL SCHOOL,
AT
NORTHAMPTON, MASS.
AN ENGLISH AND CLASSICAL SCHOOL FOR BOYS, *in one of the most beautiful and healthful locations in the country.* Circulars, containing course of study, terms, &c., sent on application to either of the Principals. JOSIAH CLARKE, JAMES F. SPALDING.

MISS KENNEDY'S
French and English Boarding and Day School for young ladies, No. 41 West 16th-st., New-York, will reopen September 20. Miss Kennedy receives a very limited number of boarding-pupils, who are under her own constant supervision, have a French resident governess, and every facility for acquiring a thorough and accomplished education. Address, as above, for circulars.

HUDSON RIVER INSTITUTE
Affords the very best advantages for a classical, scientific, commercial and musical education. French conversation, and Lewis' gymnastics for ladies, and military drill for gentlemen daily, without extra charge. A new gymnasium, costing $6,000; 18 instructors. Term opens Sept. 11. Rev. ALONZO FLACK, A. M., Principal, Claverack, Columbia County, N. Y.

YOUNG LADIES' COLLEGIATE INSTITUTE,
WATERBURY, CONN.
A new building, with all the modern improvements; an ample corps of experienced teachers, and offers facilities equal to any in the country. For circular, address Rev. R. G. WILLIAMS.

YONKERS MILITARY INSTITUTE,
A boarding-school for Boys,
16 miles above New-York, on the Hudson.
Get circulars of W. H. Arthur & Co., No. 39 Nassau-st., N. Y., or of BENJAMIN MASON, Yonkers, N. Y.

FLUSHING INSTITUTE,
Flushing, L. I.
Boarding-school for boys.
E. A. FAIRCHILD.

GROVE HILL SEMINARY
Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address Mrs. M. W. ALLEN, Principal.

THE FERRIS FEMALE INSTITUTE,
No. 125 Madison-av., corner 32d-st., Rev. ISAAC FERRIS, D. D., LL. D., President; Mrs. M. S. PARKS and Miss C. K. FERRIS, Principals, will reopen MONDAY, Sept. 18.

THE LATE MRS. G. ANTHON CALLENDER'S
French and English Boarding and Day School,
No. 32 E. 21st-st.,
will reopen Sept. 20, under the charge and superintendence of Miss Armstrong, the former head governess, and will be conducted with the same teachers, and upon the same principles heretofore so successfully carried out.

BEDFORD FEMALE INSTITUTE, BEDFORD, Westchester County, N. Y. In charge of Mr. and Mrs. R. BOLTON, will re-open WEDNESDAY, Sept. 20. Terms, $60 per quarter. For circulars apply to Mr. J. H. Fonda, American Exchange Bank, No. 38 Wall-st., N. Y.; James M. Bates, No. 165 Broadway; James M. Rankin, No. 172 Broadway.

THE ENGLISH AND SPANISH POLYTECHNIC INSTITUTE, Weehawken Heights, New-Jersey, C. VILLAVERDE, A. M., Principal, reopens on the 11th of September next. This is the best school to learn languages. Boarders and day scholars are received at any time. Circulars may be had at No. 40 Exchange-place, of Mr. F. YZQUIERDO, and at the Institute.

MR. E. A. GIBBENS' CLASSICAL AND MATHEMATICAL SCHOOL FOR BOYS will open Sept. 18, 1865, at No. 54 West 32d-st., corner of Broadway. Particular attention is paid by Mr. GIBBENS to preparation for College and the Scientific School. For references, circulars, &c., apply on the premises after Sept. 3, and previously by letter to Box No. 3,201 New-York Post-office. A few private pupils received.

YOUNG LADIES' INSTITUTE, MAPLEWOOD, Pittsfield, Mass., will commence its twenty-fifth academic year Sept. 21, 1865.
The excellence and permanence of its corps of instruction, its superior facilities for physical culture, and the beauty and salubrity of its location, are widely known.
For circulars address Rev. C. V. SPEAR, Principal.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—The Forty-second Annual Session of this well-known School of Engineering and Natural Science will commence Sept. 13, 1865. The New Annual Register, giving full information, may be obtained at D. APPLETON'S book-store, New-York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

LESPINASSE FRENCH INSTITUTE, 170th-st. and Kingsbridge Road, Fort Washington. French is the language of the school; English, Spanish, German, classics, commercial studies. Circulars at No. 913 Broadway, drug-store, and at C. A. Roberts', No. 42 Barclay-st. Reopens Sept. 11.

ERASMUS HALL ACADEMY, FLATBUSH, L. I., will reopen Sept. 4. Large shaded play-grounds, and facilities for obtaining a thorough academic education, English and classical. Address E. T. MACK, Principal.
FLATBUSH, L. I., Aug. 7, 1865.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

JOHN MAC MULLEN'S CLASSICAL, French, English and Primary School, No. 900 Broadway, corner of 20th-st., will be reopened THURSDAY, Sept. 14. Circulars at the bookstore of Mitchell & Seixas, No. 911 Broadway, and at Corwin's, No. 900 Broadway.

MISS OWEN RESPECTFULLY INFORMS her friends and the public that her English and French Boarding and Day School, for young ladies and children, Beekman Hill, No. 215 East 50th-st., will open on MONDAY, Sept. 11. All letters addressed as above will receive immediate attention.

MR. C. D. MORRIS, M. A., LATE fellow of Oriel College, Oxford, intends to reopen his school, at No. 53½ West 32d-st., on MONDAY, September 18. Circulars may be had at the school, or by addressing Mr. MORRIS, at Sing Sing, N. Y.

MISS A. VAN WAGENEN'S BOARDING and day-school for young ladies, No. 8 East 37th-st., will reopen on WEDNESDAY, Sept. 20. Address as above until Sept 5, after which Miss V. W. will be in town.

WHITE PLAINS INSTITUTE—WHITE Plains, Westchester County, N. Y.—Rev. R. W. HARRIS, D. D., Principal. The Fall term of this selectt boarding school for boys will commence on WEDNESDAY, Sept. 13, 1865. For circulars address principal.

THE STOCKBRIDGE ENGLISH AND French Boarding School for Young Ladies will reopen Sept. 20. Young ladies are also received for a thorough course of musical instruction alone. For circulars, &c., apply to Dr. F. WELTER, Stockbridge, Mass.

EAGLESWOOD MILITARY ACADEMY, PERTH AMBOY, N. J.—Fall Session begins Sept. 14. For circulars apply to MARCUS SPRING, Proprietor; or JARED REID, JR., Principal.

MISS HAVENS WILL REOPEN HER French and English, Boarding Day School for Young Ladies, on MONDAY, Sept. 18, at No. 250 Madison-av. Letters directed to her residence will receive immediate attention. She will be at home after Sept. 7.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

125TH-ST. AND 5TH-AV.—COLONNADE House will open Sept. 19. Professors of eminence employed in the various departments. Stages sent for the young ladies.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No 5. West 38th-st., Murray Hill, two doorsfrom 5th-av., New-York, will reopen Sept. 21. Address as above.

REV. J. H. TYNG'S SCHOOL FOR A limited number of boys, will reopen at No. 907 Broadway, on MONDAY, Sept. 11. Until then address at No. 184 West 24th-st.

POUGHKEEPSIE, (N. Y.) INSTITUTE, a Military Boarding School. C. B. WARRING, A. M., Principal. Opens Sept. 14.

THE MISSES BUCKNALL'S ENGLISH AND French boarding and day school, No. 3 West 37th-st., second door from the 5th-av., will reopen Sept. 18, 1865.

FAMILY BOARDING SCHOOL—AT HACKensack, N. J. WM. WILLIAMS, Principal. Number limited to twelve. Will reopen on MONDAY, Sept. 4.

E. DE CRAUZAT'S FRENCH AND ENGLISH SCHOOL for Young Ladies and Children, No. 56 East 26th-st., will open Sept. 19.

INSTRUCTION.

IDLEWILD.
Mrs. N. P. WILLIS will reopen her school, in which there are a few vacancies, Sept. 30.
Address Moodna, Orange County, N. Y.

MADAME C. MEARS
will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MORRIS FEMALE INSTITUTE,
MORRISTOWN, N. J.
"It is one of the best institutions in the neighborhood of New-York."—*Ed. N. Y. Com. Advertiser.*
C. G. HAZELTINE, Principal.

MRS. OGDEN HOFFMAN'S
English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. SYLVANUS REED'S
French and English Boarding and Day School for Young Ladies, No. 11 West 38th-st., will reopen on the 20th September. Address as above for circulars.

GARDNER INSTITUTE.—ENGLISH and French boarding and day school for young ladies, No. 16 East 28th-st. (bet. Madison and 5th avs.,) will reopen Sept. 19. C. H. GARDNER, Principal.

PACKER COLLEGIATE INSTITUTE,
BROOKLYN HEIGHTS, L. I.
A. CRITTENDEN, PH. D., PRINCIPAL.
The Twenty-first Annual Session will commence on WEDNESDAY, Sept. 13, 1865.
This institution offers to young ladies unusual advantages for a complete and thorough education, both in the solid and ornamental branches.
Young ladies from abroad will find ample accommodations and a genuine home, by addressing Prof. EATON, No. 115 Joralemon-st., Brooklyn.
For circulars, giving full particulars, address A. CRITTENDEN or Prof. D. G. EATON.

PROF. L. J. BOECK'S
SCHOOL OF ENGINEERS AND CHEMISTS,
No. 161 5th-av., corner 22d-st., New-York.
Pure and applied mathematics, civil engineering, architectural engineering, mechanical engineering, mining engineering, general and analytical, technical and agricultural chemistry, geology and metallurgy.
All modern languages taught and spoken.
A preparatory class connected with the institution.
Commencement first MONDAY in September.
For circulars and information, direct to Box No. 32, Station H, Yorkville, N. Y.

MR. YOUNG'S BOARDING SCHOOL FOR BOYS,
CHILTON HILL, ELIZABETH, N. J.
Will re-open, Sept. 4.

CHEGARAY INSTITUTE,
NO. 70 MADISON-AV.
French and English Boarding and Day School for young ladies. This institution, founded in N. Y. 1814, will reopen Sept. 20, under the direction of Mme. L. B. PREVOST.

MRS. FITZ-HENRI'S
English and French Boarding and Day School for young ladies and children, No. 40 Irving-place, near Gramercy-park and Union-square, will reopen on WEDNESDAY, SEPT. 20.

MRS. WILLIAMES'
English and French Boarding and Day School for Young Ladies, No. 26 West 39th-st., will reopen WEDNESDAY, Sept. 20.

THE MRS. AUBERT'S
SCHOOL FOR YOUNG LADIES,
No. 238 East 13th-st., (Old No. 146,)
will be reopened THURSDAY, SEPT. 21.

GREAT EDUCATIONAL ADVANTAGES in the beautiful "Connecticut River Valley."
BURNHAM'S AMERICAN BUSINESS COLLEGE, SPRINGFIELD, MASS.,
By far the largest, most complete and thorough institution of the kind in New-England, where Young Men receive a thorough training, and are properly fitted for all Business Pursuits. GREAT IMPROVEMENT in the method of Instruction, uniting School-room and Counting-room upon a plan that secures all the practical advantages of each. The Student Buys, Sells, Barters, Ships, Consigns, Discounts, Insures, and keeps his Accounts, as in Actual Business.
Prof. JOHN W. FOWLER, LL. D., for eighteen years President of the "New-York State and National Law School," Poughkeepsie, has charge of Law Department, and will devote himself to the general interest of the Students of this College.
NORMAL WRITING DEPARTMENT in charge of the best Business and Ornamental Penman and Teacher on the Continent. LIBERAL DEDUCTIONS made to soldiers who have received disabling and honorable wounds while in their country's service.
WHAT THEY SAY ABOUT IT.—"The success of this college is so great as to warrant the belief that it will eventually become the LARGEST as it already is the BEST institution of the kind in the country."—*Springfield Republican, June 21, 1865.*
WRITE FOR PARTICULARS.—Circulars, Papers, &c., giving full particulars relating to the Course of Study, exact expense of Board and Tuition, may be had by addressing LOUIS W. BURNHAM, President, Springfield, Mass.

PENNSYLVANIA MILITARY ACADEMY AT WESTCHESTER.—The duties of this institution will be resumed on THURSDAY, Sept. 7, at 4 P. M. Cadets may pursue either a classical or scientific course of study under experienced and thorough instructors. In the primary department the usual English branches are taught. Military instruction is given in the three arms of the service. The academy is furnished with horses, for cavalry and horse artillery exercises. All the appointments of the institution are of the first order, and no expense or effort is spared to advance the education and military training of the cadets. The religious instruction of the cadets is carefully attended to. For circulars apply to Col. THEO. HYATT, President of the Pennsylvania Military Academy.

GERMAN-AMERICAN INSTITUTE, Young Ladies' Department, No. 445 West 22d-st; Young Gentlemens' Department, Nos. 367 and 371 West 23d-st. The new term will begin on MONDAY, 11th of September. The principals will be ready to receive day scholars and boarding pupils from the 1st of September. Regular school stages will facilitate the communication with the eastern portion of the city. Copies of the programme, containing full particulars, may be had at Ivison & Phinney's, No. 48 Walker-st.; at B. Westermann's, No. 440 Broadway; at T. W. Christern's, No. 763 Broadway, and at the Institute. H. GEREKE, P. D.; ROSALIE T. HERRMANN, T. SHUTZ, P. D.

KINDERGARTEN.—THE PRIVATE SCHOOL for Children, on the Kindergarten plan, will reopen WEDNESDAY, Sept. 20, 1865, at No. 70 West 37th-st., between 5th and 6th avs. Circulars can be obtained at the principal bookstores. For further information, address Miss E. M. COE, at the above place, or call at any time after Sept. 5.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union, New-York.—Individual instruction, special preparation for any college or scientific school, academic, collegiate, civil and mechanical engineering courses given. Fall term begins Sept. 4. Open day and evening.
Prof. J. G. FOX, A. M., Principal.

SOUTH BROOKLYN FEMALE SEMINARY—No. 252 Clinton-st., reopens Sept. 13. The boarding department offers superior advantages to young ladies from abroad.
A. W. MOREHOUSE, A. M. Principal.

THE NEW-YORK HIGH SCHOOL, EBBITT HALL, Nos. 55, 57, 59 and 61 West 33d-st. English, French and Classical. Pupils prepared for business, college, West Point or the Naval School. Reopens on WEDNESDAY, Sept. 13. P. M. W. REDFIELD.

SEWARD INSTITUTE—FEMALE DEPARTMENT, Florida, Orange County, N. Y. Hon. WM. H. SEWARD, President; Miss MARY E. HOTCHKISS, Principal. The Fall and Winter session will commence Sept. 4. For particulars, address the Principal.

THE ABBOT COLLEGIATE (FORMERLY "the Spingler") Institute, for young ladies, Park-av., corner of 38th-st., will reopen THURSDAY, Sept. 21.
GORHAM D. ABBOT, Principal.

MILITARY ACADEMY, TARRYTOWN, on the Hudson.—Fall term will commence, Monday, Oct. 2. For circulars apply to the Superintendent, Gen. M. J. LOCKWOOD.

THE MISSES GREEN WILL REOPEN their school for young ladies, at No. 1 5th-av., first door from Washington-square, on WEDNESDAY, Sept. 20.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

MRS. C. M. WHITE.—FAMILY SCHOOL FOR young ladies, at Rose Hill, Danbury, Conn., will reopen Sept. 15. Circulars forwarded on application. Number limited to 15.

TO PRINCIPALS.—A PROFESSIONAL ARtist wishes to employ some leisure time as instructor in drawing and painting. Refers to one of the first academies in the city. Address G. B., Station D, city.

MILITARY AND COLLEGIATE INSTITUTE, Allentown, Penn., with chartered privileges and superior advantages, re-opens Sept. 5. F or circulars address REV. M. L. HOFFORD, A.M. President.

MISS SCHENKBERG DESIRES TO FILL a few vacancies in her class of young ladies, which will open on WEDNESDAY, Sept. 20, at No. 107 (old No. 65) West 21st-st.

THE MISSES HENDERSON WILL REopen their boarding and day school for young ladies, on MONDAY, the 4th of September, at New-Rochelle, New-York.

NO. 174 WEST THIRTY-SEVENTH-ST.—The Misses PALACHE will reopen their French and English boarding and day school on MONDAY, 11th September.

THE MISSES ROGERS' ENGLISH AND FRENCH SCHOOL for young Ladies and misses, No. 236 West 20th-st., will reopen on TUESDAY, Sept. 12.

THE MISSES WALKER WILL REOPEN their day school for young ladies, No. 132 Madison-av., on WEDNESDAY, Sept. 20.

THE MISSES MARSHALL'S SCHOOL, No. 141 West 28th-st., will be reopened on MONDAY, Sept. 11.

MLLE. QUERIPEL'S FRENCH AND English school will reopen Sept. 11, at 78th-st., between 3d and 4th avs.

DR. BENJAMIN W. DWIGHT'S SCHOOL for boys, at No. 1,144 Broadway, near 26th-st., will reopen MONDAY, Sept. 18.

MISS MEEKER'S FRENCH AND ENGLISH Boarding and Day School for Young Ladies No. 32 West 40th-st., will reopen on Monday, Sept. [illegible]

MISS BALLOU'S ENGLISH AND FRENCH School for Young Ladies, No. 24 East 22d-st., will reopen on WEDNESDAY, Sept. 20.

A HOME FOR SIX BOYS, WITH SPECIAL CARE and instruction. Rev. JAS. TUFTS, Monson, Mass.

MAPLE HALL.—PROF. ANDREU'S FEMALE Seminary, Jamaica, L. I., will reopen Sept. 4.

FOR SALE.—A FIRST-CLASS SEMINARY FOR young ladies; one of the most desirable locations in New-England; two hours' distant from New-York City. Terms easy. Address J. D. C., No. 55 Beekman-st., New-York.

NEW PRIZE LIST NOW READY.—COLlections for all claims against the U. S. Navy, including PRIZE BAG MONEY, BOUNTIES and ARREARS OF PAY, collected at once. Call or address
L. BROWN & CO.
No. 2 Park-place, New-York City.

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The Neptune Line of Steamers,
Tri-Weekly,
FOR BOSTON, DIRECT,
VIA
LONG ISLAND SOUND.
COMPRISING THE NEW AND STAUNCH SCREW STEAMERS, (EACH HAVING FIVE WATER-TIGHT COMPARTMENTS,)
NEPTUNE, NEREUS AND GLAUCUS,
2,000 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,
One of which will leave Pier No. 27 North River, foot of Robinson-st., every
TUESDAY, THURSDAY and SATURDAY.
Returning, will leave Central Wharf, Boston, every
MONDAY, WEDNESDAY and FRIDAY.
THE NEW SEA-GOING STEAMERS
METIS, THETIS AND DORIS,
1,500 TONS EACH,
BUILT EXPRESSLY FOR THS ROUTE,
will shortly follow, forming a daily line.
The first steamer will leave Pier No. 27 North River, on SATURDAY, Aug 5.
No charge for wharfage in Boston.
Agent in Boston, E. H. Rockwell, end of Central Wharf.
ISAAC ODELL, Freight Agent, Pier No. 27 North River.

NATIONAL STEAM NAVIGATION CO.
(Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	....
ENGLAND—building	3,430	....
SCOTLAND—building	3,430	....
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:
SCOTLAND.......SATURDAY, Aug. 26
LOUISIANA.......SATURDAY, Sept. 2
PENNSYLVANIA.......SATURDAY, Sept. 9
AND EVERY SATURDAY THEREAFTER.
The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.
Cabin passage, $90; Steerage, $30—payable in currency.
The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.
For freight or cabin passage, apply to WILLIAMS & GUION, No. 71 Wall-st.
For steerage passage, apply to WILLIAMS & GUION, 29 Broadway, N. Y.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.
CHINA leaves Boston Wednesday, August 30.
PERSIA leaves New-York Wednesday, Sept. 6.
AFRICA leaves Boston Wednesday, Sept. 13.
SCOTIA leaves New-York Wednesday, Sept 20.
ASIA leaves Boston Wednesday, Sept. 27.
AUSTRALASIAN leaves New-York Wednesday, Oct. 4.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.......$132 50
Second Cabin Passage.......80 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.......$112 50
Second Cabin Passage.......65 00
payable in gold, or its equivalent in United States currency.
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed therein, are signed therefor.
For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.
CITY OF CORK.......WEDNESDAY.....Aug. 23
ETNA.......SATURDAY.....Aug. 26
CITY OF LIMERICK.......WEDNESDAY.....Aug. 30
CITY OF BALTIMORE.......SATURDAY.....Sept. 2
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.
RATES OF PASSAGE,
BY THE MAIL STEAMER SAILING EVERY SATURDAY.

First Cabin	$90	Steerage	$30
First Cabin to London	95	Steerage to London	33
First Cabin to Paris	105	Steerage to Paris	40

PAYABLE IN GOLD.
Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35. Payable in U. S. currency.
Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.
Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The first splendid vessels on this favorite route for the continent are the following:
WASHINGTON.......3,204 tons.......900-horse power
LAFAYETTE.......3,204 tons.......900-horse power
EUROPE.......3,204 tons.......900-horse power
NAPOLEON III....(Nearly ready)....1,100-horse power
ST. LAURENT.......(Building).......Great power.
PEREIRE.......(Building).......Great power.
VILLE DE PARIS.......(Building).......Great power.
DEPARTURES FROM NEW-YORK.
EUROPE.......A. DUCHESNE.......FRIDAY.......Sept. 15
LAFAYETTE or WASHINGTON, Oct. 13.
PRICE OF PASSAGE IN GOLD.
First cabin, $135; second cabin, $80, including table wine for either class.
Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.
Medical attendance free of charge.
For further information apply to GEO. MACKENZIE, Agent, No. 7 Broadway, New-York.
At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

UNITED STATES MAIL LINE FOR CALIFORNIA.
VIA ISTHMUS OF PANAMA.
Lower Passage Rates commencing July 1, 1865.
THE ATLANTIC MAIL STEAMSHIP CO., will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.
DEPARTURES.
Sept. 1.......NEW-YORK.......TINKLEPAUGH,
(Connecting at Panama with Sacramento.)
Sept. 16.......OCEAN QUEEN.......SLOCUM,
(Connecting at Panama with Golden City.)
For freight or passage apply to D. B. ALLEN, No. 5 Bowling-green.

FOR RICHMOND, CITY POINT AND NORFOLK.
GOES TO THE WHARF AT RICHMOND.
THE NEW AND ELEGANT SIDE-WHEEL STEAMSHIPS HATTERAS, PARRISH, every SATURDAY, at 12 M. ALBEMARLE, BOURNE, every WEDNESDAY, at 12 M., from pier No. 36 North River.
For freight or passage, having superior accommodations. Apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
Freight received on our covered pier, No. 36 North River, at all times during business hours. Goods consigned to our address promptly forwarded.

FOR HAVANA DIRECT.
The United States mail side-wheel steamship EAGLE, J. J. LAWRENCE, Commander, will leave Pier No. 4, North River, on THURSDAY, Aug. 31, at 3 o'clock P. M., precisely, for Havana.
For freight or passage apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.
The favorite steamship COLUMBIA will succeed the EAGLE, and leave Sept. 7.

HAVANA AND VERA CRUZ.
The American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 1st and 15th of each month. For freight or passage, apply to CHAS. A. WHITNEY, No. 26 Broadway.

FOR GALVESTON, TEXAS,
DIRECT.
The new and fast United States mail steamship
CATHERINE WHITING,
Capt. MERYMAN,
Will leave Pier No. 4, North River, on SATURDAY, Aug. 26, at 4 o'clock P. M. precisely, for Galveston direct.
For freight or passage, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

NEW-ORLEANS DIRECT.
ATLANTIC COAST MAIL STEAMSHIP COMPANY WEEKLY LINE.
The new and splendid steamship ATLANTA, A. K. WILLIAMS, Commander, is now receiving freight at Pier No. 36 North River, and will leave on SATURDAY, Aug. 26, at 3 P. M.
For freight or passage, having superior accommodations for a limited number of passengers, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
The STAR OF THE SOUTH follows, leaving here on Sept. 2.
Agents at New-Orleans, JAMES CONNOLY & CO.

FOR NEW-ORLEANS DIRECT.
The United States Mail steamship GEO. CROMWELL, Capt. VAILL, will leave Pier No. 9, North River, on SATURDAY, Aug. 26, at 3 P. M. Passage, with unsurpassed accommodations, $60. Freights reduced. Apply to H. B. CROMWELL & CO., No. 86 West-st.
The R. R. CUYLER follows on Wednesday, Aug. 30.

STEAM TO LONDON.—THE SPLENDID BRITish iron steamship ATLANTIC, 3,000 tons, Capt. WM. H. PINKHAM, will sail as above from Pier No. 8 North River, on TUESDAY, Sept. 12. For passage, at lowest rates, apply to CHAS. A. WHITNEY, No. 26 Broadway. For freight, apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

TRAVELERS TO EUROPE, BEFORE sailing, should purchase HARPER'S HAND-BOOK FOR TRAVELERS IN EUROPE AND THE EAST—being a guide through France, Belgium, Holland, Germany, Austria, Italy, Sicily, Egypt, Syria, Turkey, Greece, Switzerland, Tyrol, Russia, Denmark, Sweden, Spain, and Great Britain and Ireland. With a railroad map corrected up to July, 1865, and a map embracing colored routes of travel in the above countries. By W. PEMBROKE FETRIDGE. Fourth year. Large 12mo, leather, pocket-book form, $5.
For sale in New-York by D. APPLETON & Co., No. 443 Broadway, and JAMES MILLER, No. 522 Broadway. And in Boston, by A. WILLIAMS & CO., No. 100 Washington-st.
Published by HARPER & BROTHERS, Franklin-square, New-York.
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UNITED STATES PASSPORT BUREAU, No. 262 Broadway.—U. S. Passports for citizens and aliens issued by J. B. NONES, Notary Public.

SHIPPING.

NEW-ORLEANS DIRECT.
WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship NORTH STAR, A. G. JONES, Commander, will sail on SATURDAY, Aug. 26, and the MONTEREY, W. G. FURBER, Commander, on WEDNESDAY, Aug. 30, at 3 P. M., from the Company's Pier, No. 46 North River. For freight or passage apply to JAMES A. RAYNOR, No. 10 Barclay-st.

FOR NORFOLK, CITY POINT AND RICHMOND.
REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.
Pier No. 21 North River, foot of Fulton-st.,
The steamship YAZOO, Capt. COUCH, leaves every SATURDAY, at 12 o'clock M.
The steamship CREOLE, Capt THOMPSON, leaves every WEDNESDAY, at 12 o'clock M.
Freight for all parts of North Carolina, the Upper Roanoke, and landings on the James and York Rivers, forwarded by Messrs. J. M. SMITH & BRO., at Norfolk, free of charge.
Excursion tickets issued at reduced rates.
For freight or passage, having superior accommodations, apply to G. HEINEKEN & PALMORE, Agents New-York and Virginia Steamship Co., No. 115 Broadway.

FOR CHARLESTON DIRECT.
SEMI-WEEKLY.
PASSAGE AND FREIGHT REDUCED.
Regular United States Mail Line of first-class steamships.
ALHAMBRA.
GRANADA.
ANDALUSIA.
QUAKER CITY.
The favorite and very fast steamship
GRANADA,
RODNEY BAXTER, Commander,
is now receiving cargo at Pier No. 14, East River, and will be dispatched on
SATURDAY, Aug. 26,
AT THREE P. M.
Bills of lading signed on board.
For freight or passage apply to ARTHUR LEARY, No. 73 William-st.

FOR CHARLESTON, S. C.
MONEKA, Capt. MARSHMAN.
CUMBERLAND, Capt. MURRAY.
The new and elegant sidewheel steamship CUMBERLAND will leave Pier No. 36 North River, on THURSDAY, Aug. 31, at 3 P. M. For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
The MONEKA leaves on THURSDAY, Sept. 7.
ARCHIBALD, GETTY & CO., Agents, Charleston.

FOR MOBILE DIRECT.
REGULAR LINE.
The first-class steamships
VICKSBURGH.......Capt. E. C. WILLIAMS.
KALORAMA.......Capt. JOS. DENTY.
GENERAL CUSTER.......Capt. ROSE.
Landing their cargoes at the wharf at Mobile without lighterage.
The steamship
KALORAMA
will sail from Pier No. 23 E. R., on SATURDAY, Aug. 26, at 3 P. M.
For freight or passage, apply to SMITH & DUNNING, No. 65 South-st.

FOR SAVANNAH DIRECT.
STAR LINE.
SEMI-WEEKLY.
The first-class U. S. Mail Steamships
AMERICA.......LINDT, Commander.
CONSTITUTION.......GREENMAN, Commander.
NEVADA.......CARPENTER, Commander.
IDAHO.......HOLMES, Commander.
The
AMERICA
will leave foot of Canal-st., North River, SATURDAY, Aug. 26, at 3 P. M.
Passage $35. For freight or passage, apply to WAKEMAN, GOOKIN & DICKINSON. No. 17 Broadway.
The CONSTITUTION will follow WEDNESDAY, Aug. 30. Messrs. BRIGHAM, BALDWIN & CO., Agents in Savannah.

FOR SAVANNAH, GA.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
WEEKLY LINE.
VARUNA, WHITEHURST, Commander.
ARIADNE, CRARY, Commander.
The new, elegant and fast steamship VARUNA, will leave Pier No. 36 North River, on THURSDAY, Aug. 31, at 3 P. M.
For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
Goods consigned to our address forwarded promptly.

FOR SAVANNAH DIRECT.
PIONEER LINE.
The new and first-class steamship
PERIT, E. A. DELANOY, Commander,
will sail as above from Pier No. 11, North River, at 3 P. M., on THURSDAY, Aug. 31.
For freight or passage, apply to LEWIS L. JONES, No. 17 Broadway, New-York.
Agents in Savannah, HUNTER & GAMMELL.

FOR WILMINGTON, N. C., DIRECT.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
Regular weekly United States Mail Line.
TWILIGHT, SPICER, Commander.
EUTERPE, ELDRIDGE, Commander.
The new and elegant steamship EUTERPE is now receiving freight at pier No. 36, North River, and will leave on SATURDAY, Aug. 26, at 3 P. M.
For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

NORTH CAROLINA.
EDENTON, PLYMOUTH, WILLIAMSTON AND HAMILTON.
Freight for the above points can be shipped per steamships HATTERAS and ALBEMARLE, leaving every WEDNESDAY and SATURDAY, at 12 M., from Pier No. 36 North River, and will be forwarded by our agent at Norfolk, Mr. S. C. ELLIOTT, free of charge, by steamers direct from Norfolk to those points.
LIVINGSTON, FOX & CO., No. 141 Broadway.

ONLY LINE OF BRITISH STEAMERS carrying passengers DIRECT to Great Britain. ANCHOR LINE—STEAM TO GLASGOW, LIVERPOOL AND IRISH PORTS.
BRITANNIA.......SATURDAY, Aug. 26.
CALEDONIA.......SATURDAY, Sept. 6.
Cabins, $90, $80 and $70; steerage, $30, in currency.
F. MACDONALD & CO., No. 6 Bowling-green

UNITED STATES PASSPORT OFFICE. NO. 41 CHAMBERS-ST.—Passports from the Department of State, indispensable to travelers, issued by A. C. WILLMARTH, Room No. 28.

EXCURSIONS.

DAILY EXCURSIONS DOWN THE BAY.
Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

SUNDAY MORNING BOAT FOR WEST POINT AND NEWBURGH.—The steamer POMONA leaves Harrison-st. EVERY SUNDAY at 7:30 A. M., landing at 30th-st., Yonkers, Dobb's Ferry, Sing Sing, Haverstraw, West Point, Cold Spring and Cornwall.

TEACHERS.

A EUROPEAN LADY, EDUCATED IN France expereinced teacher, wishes to find a situation in a school or family; she is qualified to teach French, German and primary English branches; best references given and required. Address Mlle. A. S., Wernersville, Berks County Water Cure.

A LADY, FIRST-CLASS TEACHER OF the piano, French, (which she speaks fluently,) Latin and English, desires a position in a seminary or family; references given. Address INSTRUCTRESS, No. 547 Broadway, (Pond's Music-store,) or call as directed above, on Monday, 28th, between 3 and 4 P. M.

ADDRESS ALL APPLICATIONS FOR TEACHERS to the "NATIONAL TEACHERS' INSTITUTE, No. 486 BROADWAY, NEW-YORK."
N. B.—TEACHERS WANTED throughout the country for supplying SCHOOLS and SEMINARIES with *principals* and *assistants.*

A YOUNG LADY COMPETENT TO EDUcate children in various elementary studies and in music, desires a situation in some respectable family or in a school. Address PRECEPTRESS, care Dr. J. Harris, No. 148 East 34th-st.

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A. T. STEWART & CO.
invite the attention of wholesale buyers to their
Large Stock of
ENGLISH, FRENCH AND GERMAN
FANCY GOODS,
TAILORS' TRIMMINGS, CARPET BINDINGS,
PEARL BUTTONS AND JET BUTTONS,
In entirely New Styles.
HOLDSWORTH'S LINEN THREAD,
ENGLISH AND FRENCH SUSPENDERS,
FRENCH SATCHELS AND TRAVELING BAGS,
HOOP SKIRTS,
and a full line of
YANKEE NOTIONS,
which are now offered at
ATTRACTIVE PRICES.
Broadway, Chambers and Reade sts.

MANHATTAN WOOL YARNS,
IN BUNDLES AND BOXES. ALSO,
WORSTED GOODS,
NUBIAS, SONTAGS, HOODS,
JACKETS, SHAWLS, TIDIES, &c.,
AND BEAUTIFUL STYLES OF
ZEPHYR AFGHANS,
FOR SALE TO THE TRADE, BY
A. T. STEWART & CO.,
Broadway, Chambers and Reade sts.

BEADS BEADS!! BEADS!!!
AND FANCY GOODS.
M. P. BROWN, Importer,
No. 186 Pearl-st., New-Yo

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THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 2 Washington-st., near Reade.

FRANCIS & LOUTREL, NO. 45 MAIDEN-LANE, Stationers, Printers and Bookbinders. All kinds of Blank Books and Stationery, Writing Paper, Envelopes, &c., at lowest prices.

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ON MARRIAGE AND CELIBACY—A PHYsiological and Medical Essay, of great value to persons of feeble health. Just published, and sent by mail in sealed letter envelopes, free of charge. Address Dr. J. SKILLIN HOUGHTON, Howard Association, No. 2 South 9th-st., Philadelphia, Penn.

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CARRIAGES FOR SALE.—THE IMMENSE stock now in the three large warerooms, entrance No. 450 Broadway and No. 16 Crosby-st., will be sold at greatly reduced prices; 300 sets harness, several second-hand carriages. G. WITTY, No. 450 Broadway.

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BARNUM'S MUSEUM,
AT
WINTER GARDEN,
No. 667 Broadway, opposite Bond-st.
AFTERNOON at 3; EVENING at 7½.
The very laughable Pantomime of Monsieur
DUCHALUMEAU.
FIGHTING GLADIATORS BY THE TALLEEN BROTHERS AND THE NICOLO TROUPE.
FANCY AND COMIC DANCES.
W. B. HARRISON, Comic and Extemporaneous Singer.
THE FEARLESS YOUTH—YOUNG NICOLO, ON THE PERILEUSE FLYING-TRAPEZE.
THE GREAT LIVING CURIOSITIES,
MAMMOTH FAT WOMAN, Weighing 660 Pounds.
NOVA SCOTIA GIANT GIRL, over 8 feet high.
THE CIRCASSIAN FAMILY.
DOORS OPEN AT 2 O'CLOCK.
Admission 30 cents; Children, under ten, 15 cents; Parquet and Balcony, 60 cents.

ADOO! ADOO! ARTEMUS WARD'S
FAREWELL NIGHTS IN NEW-YORK,
Commencing on MONDAY, Aug. 28, 1865,
AT IRVING HALL,
FOR SIX NIGHTS ONLY.
Entirely New Mormon Entertainment with some cheerful new stories and
New Scenic Illustrations and Music.
Tickets 50 cents; Reserved Chairs, 50 cents extra.
For sale at Beer & Schirmer's, No. 701 Broadway, and at Irving Hall.

BROOKLYN ATHENEUM.
MISS ZELDA HARRISON,
THE YOUNG AMERICAN CONTRALTO,
pupil of Mrs. E. Seguin, begs to announce her
FIRST GRAND CONCERT IN BROOKLYN
as above, on
MONDAY EVENING, Aug. 28.
MME. ANNA BISHOP,
the great prima donna, has kindly consented to appear on this occasion; also,
MR. CHARLES LASCELLES,
the celebrated comic and descriptive vocalist.
Admission 50 cents. Commence at 8 o'clock.

STEAMBOATS.

BALTIMORE AND FREDERICKSBURGH, VA.
The new and commodious steamer WENONAH, Capt. JOS. D. DAWES, runs regularly between the above ports once a week, leaving Baltimore, from her wharf foot of South-st., every FRIDAY AFTERNOON, at 4 o'clock, and Fredericksburgh, every TUESDAY MORNING.
Passengers and freight carried at low rates. Through freight promptly attended to. Merchandise from Boston, New-York, Philadelphia, or elsewhere, consigned to care of steamer WENONAH, will be taken charge of immediately upon its arrival in Baltimore, charges paid and forwarded promptly, free of commissions.
Persons from the Northern States desiring to view the battle-fields of Virginia, or to look after the bodies of friends and relations, killed in the battles of the Wilderness, Chancellorsville, Fredericksburgh, or Spottsylvania Court-house, have a splendid opportunity of doing so by this route.
The WENONAH is provided with excellent staterooms and berth accommodations, and is in every respect a first-class boat, being new, fast and commodious.
For information, freight or passage, apply to or address JOS. WHITE, Purser, on board, or
JOS. JAMES TAYLOR, Agent, No. 212 West Falls-av., Baltimore, Md.

1865. FOR LAKE SUPERIOR. 1865.
One of the new and swift steamers, METEOR AND PENOBIC, will leave Cleveland, Ohio, every Monday and Detroit, Michigan every Tuesday, on grand pleasure excursions to La Pointe, Bayfield, North Shore, and all other points on Lake Superior. Rooms secured on application by letter or otherwise to GARRETSON & CO., Cleveland; J. L. WHITING & CO., Detroit.

PLEASURE TRAVEL TO CATSKILL Mountain House, Lebanon Springs, Saratoga, Lake Champlain, Montreal, Quebec and all points North and West via Hudson River. Day boats for Albany, landing at Yonkers, Cozzen's Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, TUESDAYS, THURSDAYS and SATURDAYS; and the DANIEL DREW the alternate mornings, at 7:45 A. M., from pier at foot of Desbrosses-st., touching at 30th-st. pier, to receive passengers, at 8. Tickets sold on board and baggage checked for the West and North, making close and sure connections with the New-York Central and Northern Railroads. Baggage transferred without charge.

AFTERNOON BOAT FOR HAVERSTRAW, landing at Yonkers, Hastings, Dobbs' Ferry, Nyack and Sing Sing commencing FRIDAY, Aug. 25.—The favorite steamer METAMORA, Capt. R. VAN VALKENBURGH, will leave from foot of Christopher-st. every afternoon at 3¾ o'clock; 30th-st., 3:55; Yonkers, 4¾; Hastings, 5:05; Dobbs' Ferry, 5¼; Nyack, 6; Sing Sing, 6¼; Haverstraw, 6¾. Returning, will leave Haverstraw, (lower landing,) every morning, at 6¼; Sing Sing, 6¾; Nyack, 7; Dobbs' Ferry, 7¾; Hastings, 8; Yonkers, 8¼; 30th-st., 9:05; Christopher-st., 9¼.

DAILY, FOR HARTFORD, SPRINGFIELD, Greenfield, Northampton, and other points, by rail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations.
For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LANDing at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, Jr., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUNTAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

FOR BRIDGEPORT—DAILY LINE.—THE steamer BRIDGEPORT will leave Peck-slip daily, at 12 o'clock noon, arriving in Bridgeport in time to connect with the Naugatuck, Housatonic, New-Haven and Hartford Railroads. Freight taken for Naugatuck and Housatonic Railroad.

FOR WHITESTONE, GREENWICH, AND NORWALK.—Steamer JOHN ROMER will leave Pier 22, E. R., Fulton Market Slip, daily, (Sundays excepted,) at 3 o'clock P. M.; returning, will leave Norwalk at 8 o'clock A. M., landing at Greenwich at 9:15, arriving in N. Y. at 10:30.

CONEY ISLAND FERRY, LANDING AT FORT HAMILTON.—The NAUSHON leaves Christopher-st., at 9:20, 12:20, 3:30 o'clock; Dey-st., (Pier No. 21,) at 9:40, 12:40, 3:40 o'clock; Pier No. 4, North River, at 10, 1 and 4 o'clock.

FOR HUDSON, CATSKILL, BRISTOL & WEST Camp—Steamer TRAVELER leaves foot of Harrison-st. Mondays, Wednesdays and Fridays, at 5 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.
On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:
7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.
11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.
2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.
4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.
4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.
6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.
10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.
WM. H. VANDERBILT, Vice-President.

CHEAP AND PLEASANT SUMMER TRAVEL.
RARITAN AND DELAWARE BAY RAILROAD.
NEW-YORK TO CAMDEN,
from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.
The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3.
From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.
Tickets can be procured at all the offices of Westcott's Express, and baggage checked from residence to any hotel in Loug Branch.

PERTH AMBOY & WOODBRIDGE R. R.
From foot of Cortlandt-st., New-York 7 and 10.
Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.
Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.
Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:
7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:30 A. M.—Milk and Way Train, daily, for Otisville.
10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.
4:00 P. M.—Way Train, for Port Jervis and Newburgh.
5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.
6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.
HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NEW-YORK AND FLUSHING RAILROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:30, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M., 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.
L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

BUSINESS CHANCES.

FOR SALE—VERY CHEAP, A FIRST-RATE milk and grocery store, doing a splendid business. Call at once at No. 22 Mott-st.

EXCLUSIVE OR PARTIAL INTEREST in two valuable patents for sale. Address W. T. B., No. 4,066 New-York Post-office.

AMUSEMENTS.

WALLACK'S.
SATURDAY, AUG. 26, 1865.
FAREWELL BENEFIT,
Prior to his departure for New-Orleans,
OF
MR. W. R. FLOYD,
And last night of the distinguished
YOUNG IRISH COMEDIAN,
MR. DAN BRYANT,
who will, in compliance with many requests, appear for this occasion only, in his great characters of
MYLES-NA-COPPALEEN,
in the
COLLEEN BAWN,
and
HANDY ANDY.
The performance will commence with Boucicault's greatest Irish drama of
THE COLLEEN BAWN,
with the following magnificent distribution of characters:
MYLES NA COPPALEEN.......MR. DAN BRYANT
in which he will sing "The Lads That Live in Ireland," "Limerick is Beautiful," and dance his popular MAC GILLICUDDY'S JIG.
Danny Mann.......Mr. W. R. Floyd
Father Tom.......Mr. Chas. Fisher
Corrigan.......Mr. John Nunan
Eiley O'Connor, the "Colleen Bawn"...Miss Ione Burke
Mrs. Cregan (her first appearance here).......Mrs. Hind
Anne Chute.......Mrs. Jennings
Sheiah Mann.......Mrs. John Sefton
To conclude with Mr. W. R. Floyd's successful adaptation of Lover's famous picture of Irish life,
HANDY ANDY.
Handy Andy, with the song of "Finigan's Wake" and an Irish jig.......Mr. Dan Bryant

NIBLO'S GARDEN. BEGINS AT 8 O'CLOCK
CONCLUDES AT 10:40.
Lessee and Manager.......WM. WHEATLEY
THE COOLEST THEATRE IN THE CITY.
SATURDAY, AUG. 26, 1865.
and EVERY EVENING TILL FURTHER NOTICE
FORTY-SECOND REPRESENTATION.
ARRAH NA POGUE;
OR,
THE WICKLOW WEDDING,
In three acts, by Mr. Dion Boucicault and E. H. House, Esq.
THE CROWNING SUCCESS OF THE SEASON.
Mr. T. H. GLENNY as SHAUN THE POST.
Miss JOSEPHINE ORTON
As ARRAH MEELISH.
J. G. Burnett, W. E. Sheridan, W. Scallan, Chas. Peters, W. H. Norton, J. W. Blaisdell, E. B. Holmes, W. Jamieson, W. H. Danvers, Charles T. Parsloe, Jr., Rendle, Misses Maria Maeder, Mary Wells, &c.
The General Production on a scale of
GREAT MAGNIFICENCE
ALL ENTIRELY NEW.
Seats secured six days in advance.

BROADWAY THEATRE.
Manager.......GEORGE WOOD.
Engagement of
MR. AND MRS. CHAS. KEAN,
limited to (23) twenty-three performances, beyond which it cannot be prolonged, will commence on MONDAY EVENING, Aug. 28.
HENRY VIII. AND JEALOUS WIFE.
TUESDAY AND FRIDAY.......LOUIS XI.
WEDNESDAY.......MERCHANT OF VENICE.
THURSDAY.......HAMLET.
SATURDAY MATINEE,
Commencing at 1 o'clock,
HAMLET.
SATURDAY EVENING, Sept. 2, 1865, the well-known Irish Comedian and vocalist,
MR. FRANK DREW,
will appear in THREE of his greatest characters.
Box office open daily from 8 to 4 o'clock. Prices—same as other first-class theatres.

FALK'S BELVEDERE—LION PARK.
8th-av., between 108th and 110th-sts.
Proprietor.......PAUL FALK
THIS AFTERNOON AND EVENING—Grand Concert.
THIS AFTERNOON AND EVENING—Grand Concert.
The twenty-fifth free grand orchestral
CONCERT, CONCERT, CONCERT,
CONCERT, CONCERT, CONCERT,
will take place under the direction of
THEODORE THOMAS,
THEODORE THOMAS,
THIS SATURDAY, AUG. 26, AT 4½ O'CLOCK.
The attractive and brilliant programme contains
THE FAVORITE POTPOURRI,
THE MUSICAL TELEGRAPH.

BLITZ' NEW HALL,
720 Broadway, opposite New-York Hotel.
EVERY EVENING.
NEW AND ATTRACTIVE FEATURES THIS WEEK.
IMMENSE APPLAUSE NIGHTLY.
Hall filed each evening with the beauty and fashion of the city.
SIGNOR BLITZ, JR.,
THE FAVORITE MAGICIAN and VENTRILOQUIST,
with his troupe of one hundred learned
CANARY BIRDS.
Admission, Parquet 75c.; Dress Circle 50c., Balcony; children 25c.
Grand matinee Wednesday and Saturday at 2 o'clock.

MEDICAL.

THOUSANDS ARE TIMELY SAVED BY Dr. KENNEDY'S skillful and improved treatment.—Private diseases cured in the shortest possible time by Dr. KENNEDY & CO., No. 195 Elm-st., New-York, without the use of mercury, loss of time or change of diet. Dr. KENNEDY, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain and reliable remedies for diseases of a private character. In 28 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, and those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. By his special experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhœa or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—the last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a short time. Sufferers from Impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment elsewhere, may get a permanent cure effected by writing a full diagnosis of their case, addressed to Dr. KENNEDY, No. 195 Elm-st. Call, send or write.

A. M. MAURICEAU, PROFESSOR OF midwifery and operating surgeon, having over thirty years' successful practice in this city, guarantees a safe and immediate removal of all special irregularities and obstructions in females, without pain or exposure, with or without medicine. Can be consulted with the utmost confidence at his private office, No. 129 Liberty-st., New-York, or by mail.
Dr. A. M. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health and circumstances forbid a too rapid increase of family; a perusal of which will convince any lady of his thorough knowledge of her complaints. Every lady who has it is secure from danger and imposition. Price $1. Sold at his office No. 129 Liberty-st., or sent by mail, by addressing Box No. 1,224 New-York City. Sold also at No. 1 Vesey-st., New-York; in Boston, No. 13 Court-st.

PRIVATE SURGICAL HOSPITAL—UNder the exclusive care of EDWARD H. DIXON, M. D., editor of the *Scalpel*, for the treatment of diseases of the pelvic viscera, hemorrhoids, fistula, stricture of the urethra, varicocele, paralysis of the bladder, calculus, diseases of the uterus and ovaria, and anticipated difficult parturition. The hospital is very central, being but three squares from Dr. D.'s residence. The rooms are spacious, and each one has an adjoining small one for an attendant; a single relative will be accommodated if desired, and the reference be satisfactory. During the past fourteen years more than 3,000 cases of surgical affections have been treated. For terms, apply to Dr. D.'s residence, No. 42 5th-av., between 1 and 3 daily, or by letter, Box No. 3,121.

MANHOOD AND THE VIGOR OF YOUTH regained in three days by Dr. POWERS' ESSENCE OF LIFE. This wonderful agent restores manhood to the most shattered constitutions, radically curing Seminal Weakness, Sexual Debility, and Impediments to Marriage generally; Nervousness, Mental and Physical Incapacity, resulting from self-abuse, &c. The time required to cure the most inveterate case is one week. Failure is impossible. This life-restoring remedy should be taken by all about to marry, as its effects are permanent. Young man, are you subject to that soul and body destroying disease, secret habits? Dr. POWERS' Invigorating Essence is a never-failing cure. Sold by WALTER POWERS, M. D. No. 195 Elm-st. New-York.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

ADVICE TO MARRIED LADIES, WHO require a safe and certain remedy for removing obstructions, from whatever cause. Can rely upon the celebrated INFALLIBLE FRENCH FEMALE MONTHLY PILLS. No. 1, price $1 a box, to restore the monthly sickness in forty-eight hours, if of short standing; but obstinate cases, of long standing, may require No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy; price $5 a box. Sold at the principal office, No. 182 Chambers-st.; also at the druggist's, No. 152 Greenwich-st., or sent by mail, with full instructions. Address Box No. 2 339 N. Y. P. O.

DR. POWERS' PERIODICAL DROPS are designed for both married and single ladies, and are the very best thing known for the purpose, as they will bring on the monthly sickness in case of obstruction from any cause, and after all other remedies of the kind have been tried in vain. Expressly for obstinate cases. Warranted as represented in every respect, or the price will be refunded. Beware of imitations! Purchase directly of Dr. POWERS, No. 195 Elm-st., New-York.

NO GROPING IN THE DARK AFTER reading that popular illustrated medical work entitled HUMAN FRAILTY. Price 25 cents. Mailed free everywhere by Dr. H. A. BARROW, No. 194 Bleecker-st., four doors below Macdougal, New-York, where he may be consulted, as usual, from 11 till 2, and from 4 till 8.

BALLSTON SPA ACADEMY, SARATOGA COUNTY, N. Y.—A select commercial and classical family boarding-school for boys. Expense, $50 per quarter. Pupils are taken into the family of the principal. Next term begins MONDAY, Sept. 11. Address Rev. JAMES GILMOUR, A. M.

DR. HUNTER'S BOTANIC CORDIAL restores the vigor of youth in four days. Gives health, strength and vigor to the most shattered system. $1 a bottle. No. 3 Division-st., New-York, the only place. Established in 1834.

DR. SWEET'S SURE CURE FOR DYSPEPSIA—To be obtained at No. 134 Water-st., corner of Pine, second floor, Room No. 3. Price, 50 cents per bottle.

MANY THOUSANDS ARE RUINED BEYOND REDEMPTION in this life by not calling on Dr. HUNTER sooner or later. He can cure the worst cases of secret disease in a shorter time than any other physician, or no pay taken. Skeptics and doubters will please call and read lists of reliable certificates of cures made within the last thirty years of almost hopeless cases, that had had the benefit of dozens of our most eminent physicians and surgeons. Dr. Hunter is in constant attendance from 8 in the morning till 9 at night, at his old office, No. 3 Division-st., New-York City, since 1834. Charges moderate, and a cure guaranteed. Separate rooms, so that the patient sees no one but the Doctor himself. His wonderful medical discovery, DR. HUNTER'S RED DROP, cures private diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases in less than six hours; cures without the dreadful consequent effects of mercury, and possesses the peculiarly valuable property of annihilating the rank and poisonous taint that the blood is sure to absorb unless his remedy is used. This is what he claims for it, and what no other will accomplish. $2 per vial. Book, 50 pages, gratis, on nervous debility, causes of impotency, marasmus, &c.

FIRE AND LOSS OF LIFE IN JOHN-STREET.

A Young Woman Burned to Death and a Furrier Mortally Burned.

The Body of the Girl Recovered and Taken to the Beekman-st. Station-house.

THE FURRIER TREATED AT THE NEW-YORK HOSPITAL

FIRE AMONG THE FIREWORKS.

Mr. T. J. JONES' gun-store, at No. 16 John-street, was destroyed by fire, between 4 and 5 o'clock yesterday afternoon, and a young married woman—CATHARINE CLEEVES by name—was burned to death.

Mr. JOHN FILLO, of No. 243 South Third-street, Williamsburgh, furrier, was also mortally burned.

Mr. W. R. JONES, brother of the proprietor, says that while he was exhibiting goods to a customer, near the front of the store, he was startled by a sharp hiss and crepitation, and felt a sudden blow, as from a bullet, on his head. Looking in the direction of the sounds, he saw fire near a number of signal lights which were received on Thursday, and which are supposed to have ignited from spontaneous combustion. Mr. JONES, aware of the presence of combustibles in considerable quantities, and knowing that no effort could stay the fire among them, sprang to the safe and strove to close that, but was driven off by the flashing flames, and compelled to fly from the store. He then ran up to the fourth story to alarm the occupants, and on returning was driven down the rear staircase, the fire having enveloped the front of the building.

In the upper story of the building were Mr. JOHN FILLO and seven young women, two of whom were married, and whom he employed in sewing furs. These persons, hearing the alarm, flew to the staircases, not tarrying to secure their garments, and reached the second floor in safety; but here one of the girls stumbled and fell into the fiery furnace, where she was literally roasted alive. Mr. FILLO narrowly escaped her fate. He recovered his poise, however and, dashing to the rear staircase, effected his exit from the building, but not until he had inhaled fire and been terribly burned. He was immediately removed to the New-York Hospital; but the physicians there could do little more than apply palliatives, as his injuries were manifestly mortal. The six young women whom he had left in the burning building sought the front windows and there stood, as if transfixed, until a brave fireman bore them down a ladder and took them away in safety, slightly scorched, considerably frightened, but not seriously burned or wounded.

During the progress of this appalling conflagration the detonations of shells and rockets were continuous, and the scene to a listener in Broadway or in Nassau-street resembled the firing of the final pyrotechnics in the Park on a Fourth-of-July evening. It was reported that a vast quantity of gunpowder was stored in the cellar, and this rumor deterred many timid persons from approaching the spot. It is believed to have been purely a rumor, as no explosion of any moment occurred, and no person is known to have been injured by any explosion at the fire. Possibly the firemen, needing space in which to work, may have taken this method of dispersing the multitude; and if so, the ruse was wisely adopted, for it gave them a clear street from which they were enabled to deluge the building, and they confined the fire to the house in which it originated, not even suffering the flames to make any noteworthy progress on the floors above Mr. JONES' store.

THE LOSSES.

The second story was occupied by Mr. J. DUNN, lottery policy dealer; his loss is estimated at $600, and he has no insurance. Their furniture has been damaged by smoke and water merely. Mr. T. W. ROBINSON, silver-plater, on the third floor, estimates his loss at $200; he has $250 insurance. There was also on this floor, in the rear, an envelope factory; but we did not ascertain the name of the proprietor or the amount of loss. The stock of furs on the fourth floor, which is owned by Messrs. HARRIS & RUSSACK, is estimated to have been damaged to the extent of about $800, and Messrs. H. & R. have $1,500 insurance in the Brooklyn office. Mr. E. COMBS, a Brooklyn expressman, occupied the basement, and estimates his loss at $1,000; on this there is no insurance. In the adjoining building, No. 14 John-street, Mr. T. J. CONNOLLY's stock of Yankee notions was damaged by water to the extent of about $600, and the loss is covered by insurance. Messrs. WATERS & THORP, dealers in plated goods, in the same building, suffer some loss from damage by water, and have $10,000 insurance in the Ætna office, of Hartford. The fixtures and contents of Mr. JONES' store were entirely consumed, and the loss is estimated at $15,000; on this there is $10,000 insurance. The buildings, Nos. 12 and 14 John-street, are part of the Anderson estate, and may be repaired for $2,000; the insurance is ample.

RECOVERY OF THE BODY.

Shortly after 5 o'clock the flames had been quenched, and the firemen and police then entered among the ruins, and found the charred corpse of the young woman who had perished, lying at the threshold. It was immediately removed to the Beekman-street Police-station. Mrs. CLEEVES was a native of Germany, aged 21 years. Her husband, who is a worthy mechanic, visited the station-house last evening and identified the body, recognizing the rings on her fingers. Sections of policemen from the First, Third, Fourth, Sixth and Twenty-seventh Precincts were on the ground until the fire had been extinguished.

THE NAVY DEPARTMENT.

The Steamer Algonquin and the Navy.

REPLY OF MR. P. S. FORBES TO THE LETTER OF MR. B. F. ISHERWOOD.

NEW-YORK, Friday, Aug. 25, 1865.

To the Editor of the New-York Times:

On the 7th inst. I addressed a letter to the Secretary of the Navy in regard to the *Algonquin*, and awaited an answer till the 16th. Meanwhile, its requests were disregarded, and a gang of men were at work, at the navy-yard, removing the wheels from the *Algonquin*. On the 16th I published this letter, hoping thus to command attention; and on the 18th I received a reply from the Secretary, inclosing, for my "information," a letter from Mr. ISHERWOOD, substantially the same, and in the same language, as the one from him published by you to-day. To that letter of the Secretary I rejoined, and again awaited an answer to my appeal; hoping that the Secretary would, even then, restrain his Chief of Bureau, and not permit the department to be so exposed to the American people, and to the world, as it is in the letter published this morning. But, again I await in vain; and the subordinates of Mr. ISHERWOOD are, under his orders, proceeding with their work on the *Algonquin*, and I am to be compelled to submit to his decrees.

Being now arraigned at the bar of public opinion by the Navy Department, upon charges which, if true, would make me infamous, I can do nothing but meet them; which is best done by my reply to the Secretary himself, answering most of the accusations published against me.

There are, however, some statements in this published letter not in the one sent for my "information," of too much importance to pass unnoticed. In regard to the sixth payment, Mr. ISHERWOOD says: "Now, the *terms* of the payments are, that the sixth payment is to be made when "*the contract is completed under all its conditions.*" It will be *observed* that the completion of the machinery is one thing, the completion of the contract is another." He pretends to quote from the contract a sentence which, if truly quoted, settles the question. What shall be said of this person, when I aver that there is *no such sentence in the contract* as applied to this payment, and none which implies or suggests any such idea! The sentence quoted relates to the total payment only of $82,000.

Mr. ISHERWOOD also says that I am building the "*Idaho*, a first-class sloop-of-war, the contract for which is $600,000, embracing the entire vessel, hull and machinery. The same patents are used here as on the *Algonquin*, and the failure in the latter will carry down the former to a *common ruin*." It thus appears that the department supposes that they are trying the *Idaho*, with $600,000 at stake, as well as the *Algonquin*; and that a "common ruin" is to depend on the *dock trial* of the *Algonquin*. They do not *yet* assert that any one has assumed the "guarantees" of the *Idaho*, although, as the Morgan Works built its machinery, they are in the same relation to it as Mr. GARDNER to the *Algonquin*, and are as much responsible as he is. If, then, all these consequences do depend, and a "common ruin" is to overtake both vessels, it should seem that a fair trial, at least, should be given.

Mr. ISHERWOOD says that: "Were the two vessels to be raced together, the power developed would still have to be measured by the indicator *just the same as if the trial were made at the dock*." Why not, then, let them go together and measure the power "*just the same*" as if at the dock? The answer is obvious. At the dock the *Algonquin* loses the draft of motion for her fires while the *Winooski* has blowers to supply it. The *Algonquin's* peculiar wheels graduated to the diminishing pressures of expanding steam are forcibly removed, and uniform wheels offering a constant resistance supplied in their place; and the engine is deprived of the momentum of the boat to equalize its power; neither of which things affect materially an engine *not* using the varying pressures of high expansion. And above all, if the two vessels, with equal coal, went out together, and one should tow the other home, no amount of "indicator cards," affidavits or expert calculations to show that the result ought to have been otherwise, would be of the least value to the vessel which used up all its coal and had to be towed home; whereas, at the dock, the people whom Mr. ISHERWOOD sends to take "indicator cards" (for they are his subordinates who are to do it) can prove anything they please by calculations whose falsity is demonstrated by Mr. ISHERWOOD himself in his printed book.

I do not think so ill of the intelligence of the Secretary of the Navy or of his Chief-Engineer, as to suppose that either of them believe one word of the silly accusation that I, having become bound with sureties to this heavy "guarantees," have found some one to secretly assume them for me with no inducement that can be imagined for doing so; but I can easily see that if the public attention can be diverted from the true issue—*the real condition of our navy*—to the questions suggested by these accusations, it will be an important advantage in the attempt to "carry down in *a common ruin*" the *Algonquin* and *Idaho*; and which, if successful, would emphatically put a stop to all efforts to aid the American people in arriving at the truth, so important to us all. I therefore propose to repel these slanders as suddenly as possible, and then to return to my demand for a trial of my vessel under way, whether that trial be made by indicators, or by doing the work it was built to do; and with nothing less shall I be content. I have assumed very heavy responsibilities. Ingenuity cannot suggest any motive for my acts except the absurd one that I wish to advertise Mr. DICKERSON'S patents. The true reason is that I earnestly desire to save our steam navy from utter destruction. If I have erred in my judgment as to its condition, a trial will convince me; and I shall pay heavily for my good intentions. If not, the country, not I, will be benefited, and my aims will be accomplished. To my countrymen I confidently appeal for that justice boldly denied me by their agents at Washington, who aggravate their denial by insults and calumny.

P. S. FORBES.

LETTER FROM SECRETARY WELLES TO MR. FORBES.

NAVY DEPARTMENT, WASHINGTON, Aug. 17, 1865.

SIR: Your letter dated the 7th inst., was received on the 11th, and referred to the Chief of the Bureau of Steam Engineering for any explanations or suggestions he might deem it his duty to make. A copy of his communication is herewith transmitted for your information.

I have read your remarks and protests, but it appears to me that any elaborate discussions of the relative merits of different engines, or of the peculiar theories or views entertained or advocated by different individuals, is unnecessary and ill-advised, pending the trial which is about to take place.

The "test of actual demonstration," for which you voluntarily contracted, I intend to have fairly and honestly made. The Board of Competent Engineers, which I have appointed, will decide, after a trial, which shall be to them satisfactory, whether your engine possesses the superior qualities which you claim for it. If, after the test prescribed at the wharf, it shall be deemed expedient to have a further trial in motion, the department may order one. But the test which is to be made by the Board of Engineers, is, as you well know, that which the conditions of the contract require, and which has nothing whatever to do with the speed of the vessel; the test is, by the terms of the contract, simply to develop the amount of power which the machinery can develop, and the cost of the power in fuel, and not the sailing qualities of the vessel.

The engines in our naval vessels, though falling under your sweeping condemnation, have performed good and satisfactory service during the war; but if you can give us engines that are better, in any respect, I shall be glad of it, for, as I stated to you in my letter of the 10th inst., I have no partialities or prejudices on the subject. Rest assured, if your engine possesses any peculiar merit, or has superior claims in any respect over those we have in use, I desire to know the fact; but disputation, protracted and extensive correspondence, newspaper advertisements, criminations and abuse will not be likely to elicit any fact. Facts are what we want, and I am not disposed to have the truth suppressed or evaded by mere words or assertions.

In regard to the sixth payment on the contract for engines of the *Algonquin*, which Chief-Engineer ISHERWOOD declines to pay until after the trial shall have been made, and on which you wish my decision, I see no cause whatever to interfere with his action. The certificate of Admiral GREGORY and the engineer that the work has been executed, is in the line of their duty, and simply that the machinery was finished—not that the contract was completed—but the Chief of the Bureau of Steam Engineering has also a duty to perform for the government and country, whose interest he is bound to protect. It is not usual to make final payments until the vessel is completed, and the trial which is to test its qualities has been made, when those qualities are the subject of the contract.

I cannot doubt that your confidence in the result of the trial is such that you will be satisfied to await the report of the board for the payment in question. At all events, I am not disposed to order payment in opposition to the views of Chief-Engineer ISHERWOOD, before the report of the board is received.

Very respectfully,
GIDEON WELLES,
Secretary of the Navy.

PAUL S. FORBES, Esq., New-York.

REPLY OF MR. FORBES TO SECRETARY WELLES.

NEW-YORK, Aug. 18, 1865.

Hon. Gideon Welles, Secretary of the Navy:

SIR: Your letter of the 17th, inclosing one from Mr. ISHERWOOD, transmitted by you, as you say, for my "*information*," has been received, and read with sincere regret. I fear that you have not been properly informed of the facts of this case. If you had been, I cannot conceive it possible that you would have written your letter or inclosed Mr. ISHERWOOD'S.

In my letter of the 7th, to which you reply, I *did not* discuss "the relative merits of different engines, or the peculiar theories and views" of any person in regard to them. I stated the facts of my position, protested against your orders for a trial at the dock, and appealed to you for justice.

I *did not* indulge in "sweeping condemnation" of the "engines in our vaval vessels," or *any* condemnation of them at all. I expressed no opinion of their merits. I solicited a trial by which their qualities might be tested, but made no prediction as to its results.

"I am not disposed to have the *truth suppressed or evaded*, by mere words or assertions," as you injuriously insinuate in your letter. Apart from the considerations of honor, which I trust are sufficient to control me, I have done nothing which I desire to conceal, and have no objects to gain by "evading," or "suppressing" the truth. I have demanded, and do now demand, a fair, open, public trial, when my engine can perform, *as it was constructed*, not as you have altered it; and when it can exhibit its capacity by doing the work it was built to do, which was to drive a vessel through the water, not by turning some sort of a wheel at the dock, which you (not I) have constructed and applied to it, and which it was not made to turn. I do *not* "*well know*," as you aver that I do, that the test which is to be made at the dock, is that which the *condition of the contract requires*. On the contrary I *do* "*well know*" that such a test never entered my mind till I read your order. I *do* "*well know*" that when the contract was made it was agreed that a trial with another vessel *exactly like* the *Algonquin* was the true test, and that the department struck out of the agreement the clause providing for it, *only* because, as they said, they could not be sure to have such a vessel out of use when required. And I *do* "well know" that the department ordered the *Algonquin* to be tried *in this harbor in* motion, and *had her coaled* for that purpose, and the persons named to report the result; and that, *when they received the log of her run from Providence* they substituted this dock trial for a run in the harbor. It is apparent therefore that the department itself did not "*well know*" that a trial at the dock was the one which the "conditions of the contract required," until after the vessel had shown its capacity when in motion.

As to the sixth payment which you refuse to permit to be made, you say that "it is not usual to make *final payment* until the vessel is completed, and the trial which is to test its qualities has been made, *when these qualities are the subject of the contract*." I agree; but I have not asked a "final payment." One-third of the whole price is in your hands as a guarantee, and is a "final payment." I ask only the last of the six installments, each of which is due, by the plain terms of the agreement, when the bill shall be "presented in triplicate to the said parties of the second part for approval, *certified by the superintending engineer*, that one-sixth the value in labor and material has been furnished." I have "presented" this bill *duly certified*. It is not denied that the last sixth "of the labor and material has been furnished." Neither that installment, nor any of the six, is a part of the "final payment;" and I am entitled to it if it were admitted that the engine was worthless; because it is one of the considerations for which I agreed to remove this engine, and replace it by another, in case it should fail.

Your appeal to my "confidence in the result of the trial," as a reason why I should "await the report of the board for the payment in question," is irrelevant. If the board should report adversely, I would yet be entitled to the payment, and could not be required to perform my contract any further unless it were made. My "confidence" in the principles of the *Algonquin's* engine, combined with my faith that the honor of the American people would be preserved inviolate by the Navy Department, have led me into far heavier risks than the one involved in this payment. I see nothing to shake my "confidence" in those "principles," but I do not perceive how that "confidence" can be used as a reason for not paying me what is due.

I never proposed any trial of "speed" or of "the sailing qualities of the vessel," as a test I agree that "the amount of power which the machinery can develop, and the cost in fuel of that power," are the questions. But I insist that the fair meaning of that clause is that the "amount of power" shall be measured *when the vessel is in motion*, not when it is tied up to a dock. The two vessels are *precisely alike*, and of course would resist equally, at equal speed. I do not propose to have a trial of *speed*, but to run at *equal* speed, when it is obvious that the power will be the same, since the resistance is the same. The difference in coal would then be the measure of economic advantage. The engineer, on whose skill I rely, is of opinion that with equal amounts of coal supplied to both vessels, the *Algonquin* can go as far and as fast as the *Winooski*—both vessels running at economical rates of speed—and then tow her home after her coal is exhausted; and that, tied stern to stern, the *Algonquin* can tow the *Winooski* backwark across the North River in twenty minutes as a measure of power. These are the trials used in England to settle such questions; and it should seem that they are practical. I have "confidence" enough in the *Algonquin* to desire such trials; but my knowledge of the *Winooski* is not sufficient to enable me to express any decided opinion as to the result.

But if the difference in coal consumed by two vessels precisely alike, and running at the same speed, were *not* a true measurement of the *cost* of power; and if the effort exhibited in towing a vessel backward against her own effort to prevent it, were *not* a true measure of the *amount* of power; and if it were necessary to have calculations made upon "indicator cards" by a board of experts, before the government or a merchant, could be sure that a vessel using the least coal did really develop its power at the least cost, and that the vessel which towed the other backward did really exhibit the most power, yet, it is obvious that "indicator cards" can be as well taken under way as at the dock, without mutilating my engine or compelling me to use wheels not suited to it; and so Mr. ISHERWOOD in his letter admits.

But at the dock the *Algonquin* cannot burn the amount of coal needed to develop her power, because she has no blowers connected with her fires, and depends on the draft produced by motion for combustion; whereas the *Winooski*, with *upward of two-thirds more grates*, has two large blowers to supply the want of the draft of motion. A part of the condensing apparatus of the *Algonquin* works *only* when the vessel is in motion, and is disabled at the dock; whereas the *Winooski* has no such disability. It is apparent, therefore, that the order to try at the dock is equivalent to an order to disable the *Algonquin*. If I had supposed I was building a "*stationary engine*," I should have had a high brick chimney, or blowers as your boat has, neither of which is needed when draft is obtained by motion.

But I have the highest authority recognized by you, for saying that the indicator "can give no reasonable approximation of the *cost*" of power. On page 122 of *Experimental Researches*, by Mr. ISHERWOOD—a book published, as he says by your "permission"—he thus disposes of the indicator: "It must here be distinctly understood that, owing to the condensation of steam in the cylinder, the indicator is no measure, either directly or indirectly of the weight of steam passed into the cylinder; consequently, *even admitting it to be a correct meter of power, it can give no reasonable approximation to the cost of that power*." And on page 140, he ridicules as fanatics those who use engines with a cut-off, and who believe in the *theory of expansion*, in these striking words: "And because it is so simple, and so plausible, and apparently so conclusively proven by an inspection of indicator diagrams, with the FALSE CONFIDENCE THAT THEY MEASURE CORRECTLY WITH THE POWER AND ITS COST, that those interested in the manufacture and use of steam machinery, deriving their opinions from superficial books, cling to it with a prejudice amounting to fanaticism." Many other and equally convincing assertions, are in the same book, to the same effect, which might be quoted, if more were needed. And yet, notwithstanding this published recognition of the "false confidence," which indicators have inspired, he has ordered the *Algonquin* to be tried by them! I hope, Sir, that your assent to these orders has been obtained without having first exhibited to you these facts, and that you will now see the justice of my objections.

In the letter of Mr. ISHERWOOD which you say is for my "information," I am informed that "having obtained the contract, Mr. FORBES transferred it to Mr. GARDNER, of the Providence Steam Engine Company" who took it with all its conditions and assumed all its guarantees. Mr. FORBES never had any real pecuniary interest or liability in it, and has, by thus shifting the whole burden upon another, forfeited all title to the patriotism for which he claims so much consideration." For this accusation, which in effect pronounces my letter of the 7th to be false, and which if true would consign me to the contempt of all honorable men, there is no shadow of foundation, except the mere fact that not being an engine builder myself, I must employ engine builders to make machinery for me. To have *assumed* the truth of any such accusation without positive proof, would be of itself a great wrong to any gentleman. But how much greater when it is asserted with a full knowledge of the facts, as it was in this case! I have Mr. GARDNER'S written statement that he has always informed Mr. ISHERWOOD that the builders of this machine for me, *never "assumed any of its guarantees*," and that now since the *Algonquin* came to New-York, Mr. ISHERWOOD and Mr. LENTHALL joined in advising him to obtain my written acknowledgment of this truth, to protect him in case I should hereafter attempt to charge him with this responsibility; so that this accusation against me was made by Mr. ISHERWOOD, not only without any fact to warrant it, but with a full knowledge of its untruth; and after having attempted within a month to asperse my honor to Mr. GARDNER, by advising him to procure papers from me to certify the fact which he now alleges did not exist. Mr. JOHN LENTHALL, your Chief of the Bureau of Construction, was present, and joined in the advice, and I presume will confirm Mr. GARDNER'S statement.

And in addition, I have before me a copy of *your own* letter to Mr. GARDNER, dated Aug. 10, in which you say that "the department does not recognize your (his) right to protest or in any way interfere in the trial of the *Algonquin* under the contract with PAUL S. FORBES, Esq.," and you conclude by saying to him that "the letter of the department, of the 26th ult., inviting you (him) to witness the trial was a *mere matter of courtesy*, which, from the tenor of your (his) communication, appears to have been misconstrued and misunderstood." So that, over your signature, the department's knowledge that Mr. GARDNER had no rights under this contract which were sufficient even to *entitle him* to be present at the trial, is made manifest.

I hope you will not consider it any evidence of a want of respect for the high office you hold that I beg to be excused from answering the sneer at my "*cheap patriotism*," and the other calumnious assaults upon my veracity, my honor, and my motives, made by Mr. ISHERWOOD, and sent to me by you for my "information," and that *you* will not entertain any doubt of my truthfulness when I *assure* you that what I have hitherto written in this disagreeable affair, did not "proceed from envy" of Mr. ISHERWOOD, as he avers.

I cannot, however, close this letter without respectfully suggesting, for your consideration, the question, whether it is consistent with the dignity and honor of an executive department of the United States Government, that its record should be used to perpetuate a libel upon the character of a citizen, whose misfortune it is that he has endeavored, gratuitously, and at large cost and risk, to serve his country; or that, under the title and shield of "official business," and with the sanction of the Secretary himself, such a libel should be issued, with the seeming purpose of insulting and degrading him.

Very respectfully, your obedient servant,
P. S. FORBES.

Letter From Mr. Gardner to Mr. Forbes.

PROVIDENCE, Aug. 19, 1865.

Paul S. Forbes, Esq., New-York:

DEAR SIR: In reply to your inquiries I have to say that I have always stated to Mr. ISHERWOOD that I agreed to build the machinery of the *Algonquin* for the sum you were to receive from the government, say $82,000, but that I took no responsibility as to its performance. In my last interview with him, which was after the *Algonquin* was delivered at the Navy-yard, he again asked me in regard to it, and in reply I made the same statement to him, and also stated that I had no written contract with you; he then advised me to get your assent in writing to this understanding of the agreement, in order to protect myself in case you repudiated it. Mr. JOHN LENTHALL was present at the time of this conversation, and joined Mr. ISHERWOOD in giving me that advice.

Yours truly, HENRY W. GARDNER.

The Engineers and the Trial of the Algonquin.

To the Editor of the New-York Times:

The letter of Mr. B. F. ISHERWOOD, in your issue of to-day, requires an answer from more than Mr. FORBES. He says: "The programme of the trial has been published, and every engineer approves it." I beg to say that every engineer does not approve of it; probably those who are dependent on Mr. ISHERWOOD for a situation or other patronage say so to him; I, however, know of no others. To say, therefore, that the trial of the *Algonquin* and *Winsooka* at a wharf is "hypercritically" correct, is still further from the truth.

I could, but will not, take up the space that will be better filled by the reply of Mr. FORBES or Mr. DICKERSON. There is plenty of room for it, and may be easily done. I, however, wished to write this to let the public and Mr. ISHERWOOD know that the engineering profession do not agree with the proposed stationary trial. Any one with the merest smattering of engineering science sees its absurdity, if they look through their own eyes. As I know neither Messrs. FORBES, DICKERSON, FOX or ISHERWOOD, and am neither directly nor indirectly interested, except as a public question, this letter may be considered as unbiased.

THEORY AND PRACTICE.

NEW-YORK, Aug. 25, 1865.

[Advertisement.]

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In Steamer Ocean Queen, from Aspinwall—Mrs. Alexander Ich and servant, Mrs. Woodward and two children, D. Norcross, Mrs. Seaton and infant, W. F. Savage, Miss Raymond, A. L. Wagenheim and wife, A. P. Jordan, wife, child and servant, Goodman and wife, Mrs. Ralston and two children, Mrs. Dumage, Mr. Armes, wife, three children and servant, J. L. Parker. Charles Armes, Miss Lu de Wolf, Burrington, wife and child, Mr. Chamberlin, Mrs. Curry, J. W. Donnett, Mr. Adler, Mr. Farman, wife and child, Rev. N. H. Hill, Mr. Dole, wife and infant, Mrs. Zellner and two children, A. B. Gayle, Demas Barnes, Mrs. Mattoon and daughter, Mr. Cutter, Mrs. Smith, H. C. Prescott, Rodereau and wife, W. L. Lowder, Mr. Bates, wife and infant, Mr. Hardie, Mr. Lentlehem, B. F. Anger, John Edwards, dame, mother, brother, sister, child, Mrs. Ward, Julius and Frank De Leony, Mrs. Kassermann and infant, Mr. Cohn, wife and 3 children, Mr. Becknell, Mr. Skinner, Mr. Holt, Miss Jeckyell, Mrs Staples, W. E. Pressy, wife and infant, Mr. Irish, wife and 2 children, C. D. Pressy, Mr. Vibbard, Mr. Gray, Mr. Thomas, F. O. Wellman, A. Bernett, Mrs. Clark, J. A. Baxter, L. Skinner, J. A. Bowman, Mr. Purdy and wife, D. W. Robinson, L. C. Bierworth, W. E. Boutecon, R. Turner, wife and 2 children, G. M. Turner, wife and mother, D. C. McDonald, M. McDonald, Mr. Winney, Mr. Epley, Miss Morey, Mr. Pope and wife, Mrs. Bemmer and child, Mr. Strowbridge, Martin brother, mother, wife and infant; E. H. Demey, H. P. Hildreth, J. C. Cotter, Mr. Crevoline, Mr. Nicolas Miller, wife and two children, H. C. Rite, T. J. Barnes, J. Miller, James Gallancinter, Mrs. Austin, sister and four children; Miss Ruth Kerr, S. Grover, Miss M. A. Taylor, Mrs. Sickles, W. C. Gray, D. G. Hemrod, G. E. Jacobs, B. Booth, Haggin, wife, son, four children and two servants; Miss Saunders, Miss Collings, Mr. Butterworth, Hon. R. M. McLane, wife and two daughters; Ed. Messou, Wm. Hamtoon, W. R. Morey, E. Williams, Capt. Hathaway, Capt. Tucker, Messrs. Morris, Dennis, Clavel Mr. Simond, Mr. Fisher, W. B. Morris, J. A. Saunders, Mr. Bacon, wife and child; S. Daniels, Mrs. Morton, Capts. Smith, Robinson, Clark, Benjamin, Wood, McComber, Green, Haley, Ludlow; Mr. E. Jordan, S. Benson, A. J. Peach, L. Kage, Mrs. Field and child, George E. Cole, D. P. Pearse, J. S. Beecher, Mrs. Doughty, T. S. Wilson, Dr. Verualen, wife, 2 children and servant; Jose Valiente, L. Marques, Mr. Harmony, Mr. Husrelbresh and family, Mr. Medina and family, Mrs. Ballen and 3 children, Mr. Collier, Mr. Ashler, Mr. Perez, wife and daughter; Mr. Paredes, wife and child; Faleio Arosemena and wife, J. Y. Wilson, J. H. Troy; 73 second and 200 third cabin passengers.

In steamship Corsica, from Nassau—Miss Mary Hone, Miss Annie Hone, R. P. Moody, E. A. Perpall, W. Forster, Mr. Shaffer and 2 sons, W. C. Rahming, George A. Johnson, Miss Annie Platt, Mrs. Sarah Chapman, Hon. W. H. Doyle, wife, 2 children and nurse, Samuel Bell, Master Finnie, T. W. Wells, N. French, M. Pomares, T. Mathews and 2 daughters, W. Blackham, W. Smith, M. Flaig, Mr. Phillips and servant, Hy. Burrows, James Carroll, Mr. Beaumond, James W. Heaton, and 5 in the steerage.—Total, 40.

AUG. 25—*In steamship Louisiana, from Liverpool*—Jas. Mattenson, wife and 3 children, Miss A. A. Mattenson, Rev. G. Cochrane, wife and family, Miss M. Crawford, Miss Jane Wright, Miss Mary Woodford, R. H. Yeoman, E. Shaples, James Lovitt, J. W. March, Rev. Thos. Reid, John Bateson, wife and child, John Crawley, Mr. Van Unkehbach and wife, James Sagar, and 844 in steerage.

In steamship George Washington, from New-Orleans—Miss M. Slater, D. W. Stiles, H. J. Bennett, Mrs. R. H. Hunt, Capt. A. J. McGonnigle, Mrs. J. N. Ball.

MINIATURE ALMANAC—THIS DAY.

Sun rises..... 5 21 | Sun sets..... 6 43 | Moon sets.... 9 20

HIGH WATER—THIS DAY.

Sandy Hook..10 54 | Gov. Island..11 43 | Hell Gate.... 1 05

MARINE INTELLIGENCE.

NEW-YORK....FRIDAY, Aug. 25.

Cleared.

Steamships Britannia, (Br.,) Campbell, Glasgow, F. Macdonald; Bremen, (Brem.,) Meyer, Bremen, Oelrichs & Co; Flag, Brown, New-Orleans, D. W. Carrington; Scotland, (Br.,) Trapp, Liverpool, Williams & Guion; Carroll, Lennau, Baltimore, C. W. Pervail; Jersey Blue, Arey, Boston, Whitney & Hathaway.

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Arrived.

Steamship Edinburgh, (Br.,) Roskell, Liverpool Aug. 11, and Queenstown 12th, 5 P. M., with mdse. and 560 passengers to John G. Dale. No cabin passengers. Aug. 12, off Waterford, 10:30 A. M., passed steamship Africa, bound up. 13th, 4:20 P. M., west of Fastnet, passed steamship City of Manchester, bound E. 14th, 11:30 A. M., lat. 51 20, lon. 15 15, passed steamship City of London, bound E. 19th, 7:30 A. M., lat. 47 36, lon. 42 50, passed steamship Erin, bound E. 21st, 3 P. M., lat. 43 58, lon. 55 30, passed brig Billow Breast, bound N.; same day, 5:30 P. M., lat. 43 44, lon. 56 17, passed ship Plymlemon, bound W. 22d. lat. 42 58, lon. 59 09, passed ship Nelson, bound W.; same day, 11:20 A. M., lat. 42 41, lon. 60 08, passed Hamburg ship Prince Albert, bound W.

Steamship Louisiana, (Br.,) Hall, Liverpool Aug. 9, and Queenstown 10th, with mdse. and 872 passengers to Williams & Guion. Aug. 10, passed steamship Pennsylvania, bound E. 11th, lat. 51 13, lon. 11 45, a three-masted steamer, bound E. 18th, lat. 47 59, lon. 43 20, steamship Erin, bound E. 21st, lat. 44, lon. 57, ship Neptune, bound W. 22d. lat. 42 35, lon. 62, steamship Virginia, bound E. Same day, lat. 42 29, lon. 62 50, steamship Circassian, bound E.

Steamship Thomas A. Scott, Ghiselin, Tortugas 6 ds., with passengers to U. S. Assistant Quartermaster. Aug. 21, lat. 31 23, lon. 79 02, disarranged machinery, detaining the ship 20 hours. Same day, spoke ship Thames, bound N. 24th, lat. 38 50, lon. 73 46, spoke schr. Nicola, bound N.

Steamship Matanzas, Leisgang, New-Orleans Aug. 19, with mdse. and passengers to Thos. Asencio & Co. 20th inst., 12:30 P. M., off Coffin Patches, saw a bark ashore on the reef; had apparently just gone; was making strenuous efforts to get off.

Steamship George Washington, Gager, New-Orleans Aug. 19, with mdse. and passengers to H. B. Cromwell & Co. Passed in the river, steamships Star of the South and Philadelphia, ship Galena and bark Trinity; 180 miles S. E. by E. from the mouth of the river, saw steamship Star of the Union.

Steamship Thames, Swift, Apalachicola Aug. 17, with cotton and naval stores to U. S. Assistant Quartermaster. Left U. S. gunboat Paul Jones; brig Oreta, Dawson, for New-York Aug. 18; barkantine Ocean Eagle, for do. about 30th, and schr. E. M. Demill, for do. about 25th.

Steamship Corsica, Le Messurier, Nassau Aug. 21, at 12:30 P. M., with mdse. and passengers to E. Cunard.

Steamship Ocean Queen, Slocum, Aspinwall, with mails, passengers and treasure to D. B. Allen.

Steamship Asia, Turner, Havana 12 ds., with sugar and tobacco to Williams & Guion.

Steamer Falcon, Aldrich, Baltimore 40 hours, with flour, etc., to S. Small.

Ship Virginia, (of Bath,) Delano, Hamburg 42 ds., with mdse. and 381 passengers to R. M. Sloman & Edye. Two infants died.

Ship St. Louis, (of Boston,) ——, 6 ds., with rice and paddy to Vernon H. Brown.

Bark Matilda, (Brem.,) Remme, Bahia 34 ds., to E. Pavenstedt & Co.

Bark Templar, (Argt.,) Wilson, Buenos Ayres 39 ds., with hides, etc., to E. F. Davidson.

Bark Laura, (Brem.,) Wilmsen, Bremen 48 ds., with mdse. and 105 passengers to Hermann Koop & Co.

Brig Three Sisters, Hanna, Menton 52 ds., with wines, etc., to James Henry. 24th inst., off Barnegat, saw ship Aurora, bound S.

Brig Bessie York, (Br.,) Allen, Lingan, C. B., 14 ds., with coal to D. R. De Wolf & Co.

Brig Robin, (Br.,) Killmore, Cardenas 19 ds., with sugar to R. P. Buck & Co.

Brig Chimborazo, Hatch, Lingan, C. B., 20 ds., with coal to H. W. Loud & Co.

Schr. Quickstep, Richardson, Lingan 15 ds., with coal to Miller & Houghton. 24th inst., 10 P. M., off Sandy Hook, was run into by schr. Constellation, from Savannah for New-York, carrying away our mainmast, fore-rigging and jibboom, and stove in port bulwarks and stanchions, from knight-heads to the fore-rigging, also tore sails.

Schr. Constellation, Kesey, Savannah 14 ds., with cotton to F. M. Bixby & Co. On the evening of the 24th inst., off Sandy Hook, came in collision with schr. Quickstep, carrying away jibboom and stay, and receiving other slight damage.

Schr. Wm. Wallace, Scull, Lingan, C. B., 14 ds., with coal to master.

Schr. Eclipse, (Br.,) Cotton, Shulee, N. S., 11 ds., with lumber to Snow & Richardson.

Schr. Harriet Thomas, Robinson, Mobile 23 ds., with cotton and naval stores to master.

Schr. Thomas A. Scott, Gooding, Tortugas 6 ds., in ballast to U. S. Assistant Quartermaster.

Schr. B. Cook, Lee, Virginia, with wood.

Schr. George H. Hoyt, Cranmer, Virginia, with wood.

Schr. Wm. R. Ginn, ——, Malden, for Boston.

Schr. Tryall, Palmer, Newport.

Spoken, &c.

Energy—ship, hence for Liverpool, 6 ds. out, Aug. 10, lat. 40, lon. 50.

Maria—Fr. bark, from Porto Rico for Marseilles, Aug. 11, lat. 35 15, lon. 54.

Aug. 22, lat. 29 45, lon. 80, was passed, a herm. brig, showing master's signal 4,243.

Foreign Ports.

ASPINWALL—Arr. Aug. 2, brig Bogota, Lindsley, New-York; 5th, brig Neptune, Russel, Philadelphia; 9th, bark Magdalena, Searle, New-York; 11th, brig Jno. H. Kennedy, Bartlett, Philadelphia; steamer Ocean Queen, Slocum, New-York.

Cld. Aug. 4, brig Mary A. Chase, McDonald, Cuba; 8th, brig Bogota, Lindsley, New-York; 12th, brig Neptune, Russel, Port Royal, Jam.; 16th, steamer Ocean Queen, Slocum, New-York.

CALLAO—Arr. from July 13 to 28, Am. ships Dinsmore, Chinchas; El Dorado, Chinchas; St. James, Rio Janeiro; Contest, Chinchas; Chapin, do.; B. P. Park, Melbourne; Thomas Lord, Chinchas; Osceola, do.

Sld. Am. ships Intrepid, Valencia; El Dorado, England; Anacon, Germany; Eliphat Gruly, Germany; Contest, Valencia; St. James, Chinchas; Chapin, Germany; Thomas Lord, Valencia.

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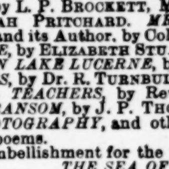

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